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1.00 a.m. 7.30 a.m. to 10.00 a.m. ... Every 10 minutes. . 10.00 a.m. to 11.00 a.m... Every 15 minutes. 11.30 a.m. to 12.45 p.m.... Every 15 minutes. 12.45 p.m. to 1.15 p.m.... Every 10 minutes. 1.15 p.m to 1.45 p.m... Every 15 minutes. 1.45 p.m. to 2.15 p.m... Every 10 minutes. 2.15 p.m. to 3.00 p.m... Every 15 minutes. 3.30 p.m. to 5.00 p.m.... Every 15 minutes. 5.00 p.m. to 8.00 p.m.... Every 10 minutes. NIGHT CARS.

8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m. every hour. SATURDAYS.

Extra Cars at 3.15 p.m. 11.30 p.m. and 11.45 p.m. 8.00 a. m. to 9.00 a.m. ... Every 15 minutes. 9.00 a.m. to 9.30 a.m. ... Every 30 minutes. 9.30 a.m. to 10.30 a.m. ... Every 15 minutes. 10.30 a.m. to 11.00 a.m.... Every 10 minutes. 11.45 s.m. to 12.00 Noon... Every 15 minutes. 12.00 Noon to 1.00 p.m. ... Every 10 minutes. 1.00 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 6.00 p.m. ... Every 10 minutes. 6.00 p.m. to 7.00 p.m. ... Every 15 minutes. 7.00 p.m. to 8.00 p.m. Every 10 minutes,
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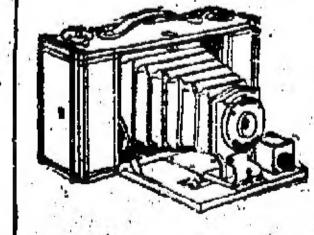


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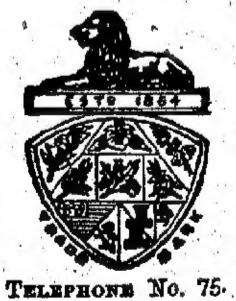
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Ladies' Afternoon Tea-Rooms. Private Bar and Billiard-Rooms. Hot and Cold Water throughout, Electrically Lighted; Electric Fars (42

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Hongkong, 1st September, 1910.

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ELECTRIC FANS THROUGHOUT THEATRE SEE HAND BILLS.

Lessee and Manager: R. H. STEPHENSON

Hongkong, 13th May, 1911.

WATSON

development of the service is much restricted

- which ought not to be contemplated—it

is evident that there will be great tempta-

tion to do without a Foreign staff, which

must necessarily be well paid. It has been

would add to the latter "some lakhs of taels

a year," for the salaries of the Inspector.

General, the Deputy Postal Secretary, the

District Postmasters, ex officio, the District

Accountants and many subordinate employ-

ces are not, at the present time, a charge on

postal funds. Mr. Monse also states that

the mass of printed forms required, about

thirty millions in a year, are provided with-

out special accounting; office accommodation

is provided on Customs premises at many of

the smaller ports; and steamer mail subsidies

are paid from Customs funds. The Staff of

and between 6,000 and 7,000 Chinese, but

the service is continually being extended in

all directions, and a larger staff and larger

means are required yearly. The present

Chinese clerical staff consists of linguists

and non-linguists. Chinese linguist clerks

possess a practical knowledge of English

linguists are not required to know a foreign

linguists, or in charge of various establish-

it is stated, in the main rests on honesty

and efficiency, works satisfactorily, cases

of loss, misbehaviour or peculation being of

extremely rare occurrence. The part which

competent and effective supervision at the

head offices plays in all this is too obvious

to need emphasis; and it is in the highest

in no way be weakened. An imperial

time has therefore arrived when

severance is necessary. It can only be

postal service extends to the remotest

Two more cases of plague in the Colony wer

For returning from banishment a Chinese

was yesterday sentenced by Mr. Hazeland to six

months' imprisonment and four hours in the

The marriage of Miss Jacks and Captain C.

H. Douglas St. Clair is appounced to take

place on Wednesday; June 7th, at St. John's

hospital. His assailant, who is believed to be an

It is expected that the interport match at

Shanghai will be started on Wednesday, the

31st inst., or Thursday, the 1st June, and it is

probable that an interport tennis contest will

also be arranged while the Hongkong men are

Mr. M. S. Myers, American Vice-Consul-Gen-

eral at Tientsin, has been granted leave

absence and will take a trip out to West China.

His office at Tientsin has been taken over by

from Mukden, where he was Vice-Consul

Mr. H. G. Baugh, who was recently transferred.

The Hon. Treasurer of the Alice Memorial

and Affliated Hospitals begs to acknowledge

with thanks the following donations to the funds

The Municipal Police of Shanghai have just

been enriched by the gift of a number of ex-

race ponies who in the past have won many

their days in peace in the police service. Um.

pque was presented by Mr. Geo. Dallas, China

by Mr. Ellis Kadoorie, Dinns Ken by Mr. J. A-

Brand, and Heraldic, who has won many races

in Tientsin, Shanghai, Hankow and Hongkong,

ex-lukong, has not been arrested yet.

which he was possessed.

in Shanghai.

of the Hospitals:-

Radecker & Co.

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notified vesterday, bringing up the total to 31

fact as well as in name imperial.

found selling opium.

Cathedral.

clerks are guaranteed,

whole system, which,

stated by no less an authority than Mr.

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PSCHORR MUNICH BEER.

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Honghong Office: 10a, Des Vour Road C LONDON OFFICE: 131, FLEET STREET. EC

Hongkong, May 17th, 1911.

Ova Peking Correspondent has telegraphed the news that the Imperial Postal administration in China is to be taken over by the Board of Posts and Communications on the inst. That the announcement received at Peking with grave misgiving by foreign residents is not surprising, for the condition of the telegraph service China under purely Chinese control is an object lesson which it is impossible to ignore. Dr. Monnison has quite recently described it as the worst in the world. "There is no uniform rate, no secrecy, and the offices are overburdened with officials ignorant of telegraphy." It would be extremely deplorable if the very fine Postal Service inaugurated by Sir Robert HART should share this fate: Unhappily there is only too much reason for fear on this score. Apparently there is to be a foreign chief of the administration, but doubts seem to be entertained in Peking as to whether he will be given that independent control of the staff which alone can ensure the maintenance of the high state of efficiency which has won for the Imperial Chinese Postal Service while controlled by the Inspectorate-General of Customs a reputation of which all concerned in the administration may be justly proud. It is felt that in the present condition of China direct control by qualified foreigners is essential for a considerable time to come, but unless expenditure on the by Mr. Reynell.

The house of Mr. C. H. Rutherford at Shanghai has been burglariously entered and about 8400 worth of silver, including shooting and owing oups, was stolen.

A public subscription at Shanghai inaugur ated by the N.-C. Daily News for the benefit of the widow of M. Vallon, the unfortunate B. Morse that it is probable that a complete avia or who met his death there recently severance of Customs and Postal expenditure amounted at date of latest mail news to nearly

> The death is announced of Father Perrin. from typhus, while engaged in succouring the distressed in the Central China Famino district. This is the fifth case of typhus among the Catholic and Protestant missionaries who have been distributing relief, but fortunately all the others have survived.

to be given by Rev. W. H. Foster Pegg at the (hinese Y. M. C. A. on the subject "Nansen's Farthest North" was postponed to this week, Thursday, 18th May, at 8 p.m. This is one of the Imperial Post Office at the present time the r gular lectures which is given in the hall appears to consist of about 150 foreigners of the above institution each Thursday evening. Next week Dr. J. C. McCracken, of the University Medical School in Canton, will lecture on | months. the" University of Pennsylvania." Both of these lectures will be illustrated by the use of lantern

The Governor of British North Borneo and Mrs. Gueritz, who are now at Home, recently met with what might have been a most serious and do duty at the head offices or act in accident. Travelling rapidly down the Strand charge of branch offices at places where in a taxi, the traffic was suddenly checked by a policeman. A motor bus, just behind the taxi, friendship. foreign communities are found. Nonfailed to answer to the brakes, and the taxi was language and work at head offices under the sandwiched between the bus and a larger van in front. His Excellency and Mrs. Gueritz were severely shaken, though fortunately ments inland. Grades and rates of pay are esca ed without injury. The taxi was wrecked. fixed, and all employees advance by promo.

The death is announced, on April 29, in London, of Mrs. Lewis (Sarah) Moore, wife of the late Mr. Lewis Moore, of Shanghai, after a long illness. Mrs. Moore was an old resident, and one of the best known of the International Settlement, where she had a large circle of friends. Her husband, the late Lewis Moore, was the founder of the firm which still exists in Shanghai. Mr. Moore held a leading position among Freemasons, and was at one time head degree essential that this supervision should of the Shanghai Fire Brigade, besides taking a leading part in other public institutions. It is postal service in China is a vast under- now some years since Mrs. Moore retired to taking, and we can quite understand that England to devote herself to her daughter's education; and her death will be much regretted it is growing beyond the capacity of the Customs Service to control, and that the by friends, both at Home and in the Far East.

THE EARTHQUAKE.

hoped that the Yu-Chuan-pu, which was NEWS FROM CANTON AND MACAO created in 1906 to take the supreme, though Our Canton Correspondent writes :- "This nominal, control of the Service, will see to morning (15th inst) about 1245 a.m. a distinct it that the fine organisation built up by Sir earthquake shock was felt all over Canton ROBERT HART and his coadjutors will be There was a severe tremor, but not sufficiently. retained unimpaired by any false economies strong to do any damage. The shock only and will be further developed until the lasted a few seconds, but many of the natives were severely startled by it. Earthquakes are corners of the vast Empire and becomes in | said to be of very rare occurrence here, and it is thought that the shock indicates that there was a severe earthquake either in Japan or Java." strong earthquake shock was experienced here at 12.45, but no damage was done. The Govern-A Model Yacht Club has been formed at ment in 1906 purchased a seismograph, but I un-Shanghai with Mr. J. C. Macdougail as comderstand it still remains in the packing case, as nobody has been found competent to set it up. Now that the Government is desirous of creating At the Magistracy yesterday Mr. Hazeland a Public Improvements Fund, may I suggest imposed a fine of \$250 on a Chinese who was that this Instrument be sold and the proceeds devoted to the aforesaid fund?"

MACAO NOTES.

Swatow also felt the shock.

FRON OUR OWN CORRESPONDENT.

Macao, May 15th. THE CENSUS.

It is announced that the Census returns taken

last year are in course of publication, but the The man who was stabbed last week during a reports are said to be unreliable, and it is doubtquarrel in a restaurant has since died in the ful if the exact number of the population can be stated. It looks as if we shall to have adhere to the census of 1896. It is a crying shame A highway robbery on the Stanley Road was | that the Government having spent a considerable some of money on the work (\$7,000), should reported to the police on Monday. Two men are stated to have held up a villager at the ton have nothing to show for it. Somebody is to of the gap and robbed him of the few dollars of blame.

ABORTIVE PETITIONS.

Some three months ago the principal owners of property in the City petitioned the Government against the colour-washing regulation, but it seems that no attention has been paid to this. It is stated that a second petition is being prepared to be sent direct to the Home Government under the care of Dr. Mansilha, ex-Colonial Secretary. It is hoped that this gentle man will do something in the interests of the Colony in Liebon.

LOCAL SPORT.

The tennis team of the Chinese Y.M.C.A will play Queen's College team on their own grounds at Canseway Bay on Wednesday aftermoon at 4.30 o'clock. This is one of the fixtures in the Hongkong Tennis League.

K.C.C. TENNIS TOURNAMENT

FURTHER RESULTS. "B" class Singles, Second Round.—Kynock (recs. 3/6) beat Beirman (scr.) 6/4, 3/6, 6/4. Chee (owes 15/1) beat Brett (owes 15/1) 6/3, races for their owners and they will now end 6/1.

"THE FOLLIES."

Mr. Henry Dallas' Company returned from the North by the P. & O. steamer Sicilia yesterday. The Company give their first return performance at the Theatre this evening.

TELEGRAMS.

Protected by the Telegraph M as ge Copyright Ordinance, 1894.]

BEUTER'S SERVICE TO THE "HONGKONG - DAILY PRESS."]

STANDARD OIL CO. AND ANTI-TRUST LAW.

> THE TRUST ORDERED TO BE DISSOLVED.

LONDON, May 16th. The Supreme Court of the United The lecture which was announced last week States at Washington has confirmed decision of the Lower Court in th Standard Oil case, holding that the Company has violated two sections of the Anti-Trust law, and orders the to be dissolved within si

HISPANO-JAPANESE TREATY.

LONDON, May 16th. The Spanish Foreign Minister and the Japanese Minister at Madrid have discovered. signed a Treaty of commerce and

THE VETO BILL.

LONDON, May 16th.

The House of Commons has passed the third reading of the Veto Bill by 362 votes to 241.

BRITISH BUDGET ANTICIPA TIONS.

LONDON, May 16th;

Seldom has there been such indifference shown in the City on the eve of the Budget as at present, and it is confidently expected that there will be few changes, though the removal of the protective duty on cocoa is considered certain.

THE KAISER IN LONDON.

LONDON, May 16th.

The Kaiser and Kaiserin, accompanied by their daughter, arrived in London yesterday and were welcomed King George, Queen Mary, and other Royal personages. Subsequently they drove to Buckingham Palace, Our Macao Correspondent writes: "A rather | The royal visitors were greeted by out. large crowds who cheered loudly en

> FROM THE "N.-C. DAILY NEWS." THE OPIUM AGREEMENT

> > "THE TIMES" COMMENT. London, May 10th.

In a leading article The Times says tha it still remains to be considered what the precise effect of the opium agreement will be upon Indian finances. The prospect of the almost immediate termination of the trade will inevitably cause serious dislocation of the Indian Budget and will probably entail fresh taxation.

FROM THE "CABLENEWS-AMERICAN." THE SITUATION IN MEXICO.

Washington, May 12th. Reports from Mexico indicate that the rebels are gaining daily in strength. Francisco Madero, leader of the revolt, is now in Juarez, personally organizing 2

government.

and Jesselton.

At the same time he is reorganizing his military forces and preparing for an expedition against the city of Mexico. Supplies are now being brought into Juarez for the provisioning and equipping of the rebel forces. No opposition to this is being offered in view of the fact that the army of the insurrection is the de facto government of Juarez and its civilian population.

Ambassador Wilson has summoned the other foreign diplomats in Mexico and plans for the defence of the foreign legations and lives and property in the Mexican Capital have been formed. These have been submitted to the Mexican Minister of Foreign. Affairs, Senor de la Barra, and liave been approved by him.

> NORTH BORNZO AND THE CORONATION.

The proposal to establish a North Borneo Cot in some London Hospital as a memorial to the late King has fallen through, from lack of support, says the B. N. B. Herald, a sum of 83,365 only having been collected or promised. It is now proposed to offer the return of sums already paid. Some of the suggestions now made are:-A museum at Sandakan, botanical or public gardens at Sandakan, public reading rooms at Sandakan and Jesselton, a sanatorium or Hill Station, drinking fountains, and im provements to recreation grounds in Sandakan

CANTON.

[FROM OUR OWN CORRESPONDENT.]

Canton, May 14th. DYNAMITE IN A COFFIN.

Yesterday a big find of dynamite was made under the most remarkable circumstances. Some days ago a man hired a house in Sau Kwai Street in the old City and brought a family there. The day before yesterday bitter cries were heard coming from the house, and it was said that one of the inmates had suddenly died Before long a coffin was delivered at the door, but it was noticed that, contrary to custom, the undertaker went away at once. The suspicions of the neighbours were aroused and the matter secretly reported to the police. Yesterday a number of police went to the house to a arch it but having found nothing they turned the attention to the coffin, which when opened was found to contain not a body but a large number of dynamite bombs. The whole household was a once placed under arrest and the premises sealed up. The amount of ammunition and arms lately seized by the Government has been very great and of the value of several thousands of taels. Every day the authorities are becoming more cognizant of the fact that the rebels must be backed by plenty of money, for all the arms are expensive modern weapons. The informer who gave information regarding the arms seized yestorday in Honam has been rewarded with a sum equal to half the value of the weapon RIOT AT A TREATRE.

There was a serious disturbance outside the

Sai Kwan Theatre last night. A man had a quarrel with a gato-keeper regarding the price of a ticket, and an officious policeman arrested thom both. This caused the bystanders to become excited, and they made a rush on the policeman. In the southe the gate-keeper was wounded on the head, and one of the crowd was stabbed in the back with a knife. The police were quite unable to stop the row, and then the crowd began to pelt the theatre with stones, breaking many windows and lamps. By this time a member of the Self-Government Society. had arrived on the scene, and began to make a speech, asking the people to desist from their riotons conduct. It was of no avail, however, and it was not till a force of soldiers had arrived and cleared the street that order was restored. At 10.30 p.m. the audience, which all this time had been in a state of terror, was escorted out of

COLLAPSE OF A HOUSE. Near the North Gate there is a bridge known as Chong Yuon Kin, and it was near this structure that a fierce fight took place with the robels and after the trouble soveral persons were executed there. A may be imagined, all these occurrences have filled the neighbourhood with fear and the people are too terrified to come out after dark for fear of meeting with the "Kwais," or spirits of the departed. Last night at about the 4th watch a house at the north end of the bridge collapsed with a great noise, and the neighbourhood was throughly alarmed. Even when daylight came the people refused to open their doors, and it was not until a strong body of police arrived on the scene that anyone ventured

Yesterday a young man aged 20 living in Sin Yuang Street committed suicide by hauging himself from a beam. Some time ago this young fellow out off his queue, and because of this someone denounced kim to the authorities as a rebel. Although there is reason to believe that he was entirely innocent the young fellow preferred to die rather than submit to interrogation.

PROTECTING THE MANCHURIAN SETTLEMENT Hitherto many of the streets in the Eight Banner Settlement have been without gates, while even these gates that do exist are old and rotton and useless for purposes of defence, Orders have now been given that strong iron gates are to be placed at the entrance to every street in the Settlement. To still further protect the Manchus, machine guns have been posted at certain commanding points and the guards in the Settlement have been augmented. Of all people in Canton the Mauchus have most to fear in case of n rebellion, for it is more than probable should the rebels got the upper hand the Eight Banner Settlement would be the scene of a

TO INCREASE THE TROOPS. In spite of the arrival of four regiments from Kwong Sai the Peking Government considers that Canton is still insufficiently garrisoned. Orders have been given to the Viceroy of the Hupeh Province to send a detachment of men to this city and a large amount of ammunition is to be sent with them. FURTHER ALARMS.

I have just heard from a man who has just come in from the City that the revolutionists have posted notices on the city gates warning people to take their women and children away without delay as a great rising will take place during the present night. " The same man tells me that some of the Government Schools have closed again to-day for the safety of the pupils. It is doubtful, however, if the rebels. will rise, as the authorities have in no wise relaxed their vigilance and all things are ready to suppress any further rising. Of course, the success of the Government depends entirely on the loyalty of the troops, and from what I gather from various sources this is not to be too greatly depended on.

Canton, May 15th.

DR. SUN YAT SEN.

It is reported here that the revolutionists have had word that Dr. Sun Yat Sen left Sumatra en route for China, where he intends to personally lead the rebels in an attack on the Government. | this time.

I do not know how much truth there may be in this statement, but if he were to land here it is highly probable that his presence would be the signal for a much more serious revolt than that: which has just been suppressed.

DISCREDITING A RUMOUR. I have reported on former occasions the excitement that has been caused here by the ramour that China was to be divided up among certain Foreign Powers. The Vicercy has just received a telegram from Peking to the effect that such a rumour is entirely false and has in all probability been invented by the revolutionists for their own purposes. H.E. has been commanded to convey this news to the people without delay in order that all excitement on this account may be allayed. The Vicercy has ordered the Taotai of Constabulary to report the same to the Canton Press Association in order that full publicity may be given of the fact that no partition of China is intended. Even when the people see this in print it is doubtful if it will be believed, for the inhabitants of this City seem never to be happy unless they are "up against" the foreigner for some "aggression" real or imagined,

THE YUET HON BAILWAY.

The vexed subject of this railway is again occupying the attention of the Government. Tan authorities in Peking have stated that the present management of the concern is very bad and should be taken out of the hauds of the merchants, who at present control it, and be placed under the Imperial Government. It is said that the following three points have been agreed upon: (1) The Board of Communications will buy back all the shares in the milway which are at present held by merchants and others of the general public; (2) Merchants will be allowed to build brauch lines to not as feeders to the main line; (3) A large portion of the profits of the line after it has been taken over by the Government is to be used in the opening up of mines in various places through which the line passes. Viceroy Chang has been told to appoint a special deputy to examine into the financial position of the railway and to report as soon as possible. Public opinion here seems to be against the scheme, as the people think the Board will have recourse to a foreign lean to redeem the line from the merchants.

> CORONATION CELEBRATION FUND.

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Chinese Community, a list of whose names will be published at a later date.

HONGKONG LEGISLATIVE COUNCIL

A meeting is called for Thursday.

Hon. Mr. C. M. Ede will ask the question of which he gave notice at the last meeting relating to the Military Contribution. The orders of the day are :-

First, reading of a Bill entitled An Ordinance to amend the Foreign Offenders' Detention Ordinance, 1872. Second reading of the Bill entitled, An

Ordinance to authorise the publication of a Newly Revised Edition of the Revised Edition of the Statute Laws of the Colony prepared in virtue of Ordinance No. 12 of 1900. Second reading of the Bill entitled, An Ordinance to amend the Law with respect to Persons carrying on business as Moneylonders.

Second reading of the Bill entitled, An Ordinance to amend the University Ordinance,

Second reading of the Bill entitled, An Ordinance to amend the Sale of Food and Drugs Ordinance, 1896.

Third reading of the Bill entitled, An Ordinance for regulating the supply of Electricity for Lighting and other purposes within the Colony of Hongkong and its Dependencies.

Second reading of the Bill entitled, An Ordinance to amend the Tramway Ordinance, * Will not be proceeded with at this meeting.

THE WRECK OF THE "ASIA."

The wreck of the steamer Asia as it lies on Finger Rock is to be sold by public auction. An announcement to this effect appears on

The tugbeat which has been standing by since shortly after the wreck is due at Shanghai in a few days, says the Shanghai Times of the 10th just,, and the wreck will be guarded from furth. er pillage by two or three war junks, The auction will be held by Messrs. Hopkins,

None of the loot taken by the fishermen from the steamer has yet been recovered, the officers of the Chinese gunboat declining to go into a search without special permits from the Taotai and soldiers. As soldiers are on the war junks the authorities may be induced to use them, but it is quite probable that the thieves have taken good care to get their plunder out of reach by

Dunn & Co. at their offices, on Tuesday, May 23.

SUPREME COURT. Tuesday, May 16th.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGGOT. (CHIEF JUSTICE).

INTERESTING SHIPPING CASE.

In the matter of an arbitration between the Java China Japan Liju and Olof Wijk & Co. China Agencies, Ltd., a special case was submitted for the opinion of the Court. The arbitrators, Messrs. R. Shewan and D. W. Craddock, with Mr. G. H. Medhurst as umpire, the finding of the arbitrators that the Victo-ia made certain findings of fact. The case to be argued was upon questions of law arising out of

the charter party. Hon, Mr. H. E. Pollock, K.C., instructed by Mr. J. Scott Harston, appeared for the Java China Japan Lijn, and Mr. Eldon Potter, instructed by Mr. G. A. Hustings, appeared f r Messrs. Olof Wijk & Co. China Agencies, Ltd.

Mr. Pollock submitted shortly his right to begin. His clients chartered a steamer called the V.ctoria from Olof Wijk & Co. The particular charter with which his Lordship was concerned fore the warranty was not limited to the com. was a time-charter running for a period of one year from October 1st last year. Before the charter had proceeded as much as half its course his clients claimed to be entitled for certain reasons to cancel the charter and to recover certain damages by reason of the ship chartered not being a first class risk in local insurance offices. The matter was referred to arbitrators under an arbitration clause, and Mr. Slade first appeared for the Java China Japan Lijn. It appeared to have been settled by the arbitrators that Mr. Slade was right in beginning before them, and Mr. Pollock submitted that if that position was correct then it

was equally correct now. His Lordship-What is the general principle of beginning arbitrations?

Mr. Pollock-I take it that the general principle is the same as it would be in Court. His Lordship-You claim to cancel the charter, but you would not be plaintiff in an

nction. Mr. Pollock - We not only cancelled the charter, but we also claimed damages in respect of our having had to pay extra premiums.

His Lordship-You would have been plaintiff

in the action? Mr. Pollock-Yes. It would be part of our case that we were entitled to claim damages by reason of the ship not being a first class risk, and it would also involve our right to cancel the charter party.

Mr. Potter thought the position would his Lordship had put it. If there arbitration the position would have been that his friend's clients would have cancelled the charter party, he would have brought an action for damages, and the other side would have counterclaimed for breach of sundry conditions. A special case had been drafted on his clients' application, and the only point was as to whether he was entitled to

His Lordship-Are the findings fact in your of the other side?

Mr. Potter-We say they are in our favour but I think the majority of the facts have been agreed.

His Lordship-I think we had better follow what was done before.

Mr. Pollock then proceeded to read the special case, which showed that the following questions of fact had been submitted to the arbitrators and their replies are appended;

(1) Was the steamship Victoria insurable as a first class risk in local insurance offices ?-No-(2) Prior to October 1st, 1910, did Mr. Bisschop discuss with Mr. Nilsson the possibility of difficulties arising as to insurance of cargo owing to the age of the Victoria?-Yes. (3) At the time he signed the charter party was Mr. Bisschop aware that the local insurance offices would not accept the Victoria as a first class risk !- No.

(4) At the time he signed the said charter did Mr. Bisschop believe that the local insurance offices would probably not accept the Victoria as a first class risk ?-No.

Upon these findings of fact by the arbitrators, the Java China Japan Lijn asked them submit the following questions for the opinion of the Court :-

(1) Were Olof Wijk & Co. precluded by law or by the rules of evidence from putting questions 2, 3 and 4 to the arbitrators?

(2) Was the Victoria insurable as a first class risk in local insurance offices as stipulated for by the time-charter?

(3) If the answer to the second question in the negative, did the fact that the Victoria was not a first class risk entitle the Java China Japan Lijn to (a) cancel the time-charter; (b), recover damages in respect of such breach of condition or war-

(4) Are the Java China Japan Liju entitled as an item of such damages as aforesaid to recover from Olof Wijk & Co. the premium amounting to 831.90 guilder, \$770, which the agents of the former paid for extra premium under the time-charter, of January 19, 1911, on account of the Victoria not being a first class

risk? arbitrators to submit the following questions for the opinion of the Court:

charter party on the ground that the Victoria is not insurable as a first class risk in | now in the possession of J. H. Seth, the receiver the local insurance offices?

(2) If they have, were the charterers entitled is entitled to the possession of 12 new shares in to terminate it, in view of the facts agreed and found by the arbitrators, on the ground that the steamer is not insurable as a first class risk?

party, are the charterers entitled to terminate Pollock, K.C., instructed by Mr. Hind (of it on the ground that the steamer is not insur. Messes. Brutton & Hett), appeared for Chan Un able as a first class risk in view of the facts Ying. agreed and found by the arbitrators?

ly waived the condition that the Victoria should sympathy with a Chinese who when he came of be insurable as a first class risk in the local in- age, sought to disturb the family arrangements surance offices P

(5) If the charterers have terminated the signed charter party, and were not entitled so to do, what damages are the owners entitled to recover from the charterers!

Mr. Pollock said his Lordship had before him was not a first class risk in local insurance offices If he would refer to the charter party his Lordship would see the importance of these words, and the language used in reference to her being insurable. This time-charter contemplated a succession of voyages to be undertaken during the charter party, and after stating that the ship should be insurable as a first class risk, there was a warranty that she should be maintained by her owners during the continuance of this charter. Therement of the first voyage undertaken under the charter, but it extended to every lawful voyage taken subsequently under the charter. If the decided on the simple fact that Chan ship was not a first class risk some very serious consequences would follow. In the first place, it would be difficult for the charterer to get shippers to ship cargo by his ship if they found on application to the insurance companies that they had to pay extra premium by that ship. Persons who chartered ships did so often with the idea that if freights rose they in their turn might re-charter them at a profit. On the continuing warranty that the ship should be a first class risk, they were entitled to say that they would not go on continning difficulties for themselves when she was not. They were not bound to continue loading a ship for successive voyages if they could satisfy the Court that the continuing under-

taking by the owners had been broken. Mr. Potter said Mr. Pollock's case apparently was that the charterers were entitled at any time to give up the boat they had charge of in our yesterday's issue:should they choose to do so at the end of five

His Lordship-Ne, that is not his case. It is that on the knowledge of the fact that the vessel was not insurable he was entitled to give

up the boat. Mr. Potter said his friend's position appeared to be that after using the boat for five months the charterers, becoming aware that she was not insurable as a first class risk, were entitled to terminate the charter. He hoped to show his Lordship that that was an impossible position in law. The charterers having used the vessel for five months were precluded from treating this condition as a condition precedent. The law. was clear that they must complete their contract, and their remedy was to sue for damages, if they had suffered any, at the end of the contract. In this case the charterers had, from a time subsequent to October 1st and prior to the 19th, known that the Victoria was not a first class risk. He submitted that the letter of February 22nd from the Java China Japan Lijn terminated the contract, and that his client was entitled to bring action against that line for breach of contract. The really important point his Lordship had to decide was whether or not the charterers were entitled to terminate the contract.

The further hearing was adjourned. AN ABBITRATION DIFFICULTY.

His Lordship delivered his decision on the question of costs raised in connection with the arbitration in which the Wing On Company and Sander, Wieler & Co. were the parties.

The Hon. Mr. H. E. Polleck, K.C., instructed by Mr. G. K. Hall Brutton (of Messrs. Brutton & Hett), represented the Wing On Company, and Mr. C. G. Alabaster, instructed by Mr. Jackson (of Messrs. Johnson, Stokes & Master), appeared for Sander, Wieler & Co.

His Lordship, in the course of his judgment, said the Wing On firm, in the circumstances detailed in the opinion which he delivered on the case stated by the arbitrators; had now moved the Court for an order against Messrs. Sander, Wieler & Co. for their own costs, and of the arbitrators of and incidental to the special case, and the supplement thereto, and the argument thereon before the Court. He was of opinion that he had no jurisdiction order costs originally, and that he had no jurisdiction, apart from any other question, to order them now. As to the question the costs of this motion he had been much puzzled, but after giving it his best consideration, he had come to the conclusion that in the peculiar circumstances of the case this motion must come within the same principle, that it was an incident of the reference. Therefore he would make no order, but would leave it to be there. decided by the arbitrators when they dealt with the costs of the arbitration. Any order which his Lordship might make might unduly influence the arbitrators in coming to a decision on the question of costs generally, and the normal order would allow immediate taxation, which would not be right.

THE OWNERSHIP OF SHARES. Judgment was delivered in an issue in the Messrs. Olof Wijk & Co. askel the action, Chan Un Ying v. Chan Wong Shi and Chan Wai Chi, to determine whether Chan Wai Chi, or through him the mortgages, Ho Man, (1) Have the charterers terminated the said was entitled to the possession of 24 shares in the Hongkong and Shanghai Banking Corporation in the estate, and as to whether the defendant

> the same corporation. Mr. Eldon Potter, instructed by Mr. C. E. H. Beavis (of Messrs Wilkinson & Grist), appeared

(3) If they have not terminated the said charter for Chan Wai Chi and Ho Man, and Mr. H. E.

In delivering his decision his Lordship said (4) Have the charterers expressly or implied. he had said more than once that he had little which had been carried on by the guardians and head of the family in accordance with Chinese Wai Chi said he could not be called on to replace these shares in the estate because he was the registered owner of them. Registration was cortainly a prima facie title against all the world. but in this case there was a superior prima facie title -that of the estate, of which the shares formed part. They were transferred to him after the death of the owner, and while the estate was being administered, therefore, he had intermeddled, and could be called upon to justify his title. His Lordship did not require to go into the question as to whether in fact it could be said that the estate owed him the money. He Wai Chi had not proved his title strong enough to prevail against the claim of the estate to the shares, and he (Chan Wai Chi) must therefore put them back into the estate, and he must recover what he had advanced from the people to whom he advanced His Lordship decided on the issue that Chan Wai Chi was not entitled to retain the

> interest on the amount paid: THE SHANGHAI DRESSMAKER'S ACTION.

> shares, and that he must return them to the

estate together with the twelve new shares.

receiving the amount he paid for these new

shares. The Registrar would report as to the

dividends and adjust the account for them and

THE JUDGMENT.

The Chief Judge of H. M. Supreme Court, Shanghai, delivered the following judgment in the case of La Maison Parisienne v. C. H. Rutherford and Mrs. C. H. Rutherford, reported

whether the wife is the agent for her hushand for the purpose of a particular transaction, is under consideration. An agency There is no evidence that there is any express agency here; but an avency may in certain cases be presumed, and it is presumed from the station in life which is occupied by a married couple, and from other circumstances, the authority to purchase such commodities as will naturally fall within the wife's department may be purchased by her. Now, in this case we have the husband with an income, now, as possibly in certain years be more. He is living in a house in Markham Park, with his wife, for which he pays a rental of Tis. which in Bhanghai is a low rental. house at different times during the past five months have been sent goods which amount to something like \$3,600 from one establishment alone. The bill which is before me is for dress -various articles of dress, and for nothing more. I should presume from the nature of the lestablishment of the plaint ffs that the other goods supplied were of the same nature.

There is nothing to show they were not. Inincluded in them. It therefore comes to this that in this one shop Mrs. Rutherford has spent money during the last five months at the rate of £750 a year, her husband's income being £500. It seems to me impossible to come to the conclusion that the husband can possibly have conferred upon her, even by presumption, the authority to spend such a sum in clothes. Then beyond that, we have the further fact that this lady had an income of her own, or, at all events, that she had a sum of money some seven years ago belonging to her, part of which was invested and which at all events, supposing it has gone now, must have produced some £600 a year. She had been drawing upon that, she refused to give any account of it to her husband. Not only that, but these goods were paid for by her with cheques drawn on her own private account at her own bank: and these cheques were given to the shroff who collected the monthly payments due to plaintiff's establishment at her house, during such hours as her husband would not be there. The question to decide in all these cases is one of fact, and the short reasons which I have given, have no doubt whatever about it that the husband has given no express authority pledge his credit, and no such authority can be presumed in the circumstances of the case, There will, therefore, be judgment against the second defendant, inasmuch as the amount of the bill has been proved, and the case will be dismissed with costs as against the first defend-

ant. I do not know how far I am entitled to make any order against the second defendant to pay the first defendant's costs. In the first instruce you (the plaintiff) must pay them. Mr. Douglas asked that he should be allowed to get from Mrs. Rutherford the costs that he

would have to may to Mr. Rutherford. His Lordship 'd he did not know whether he could make the order in her absence. Mr. Douglas said that he could. The only | St assets they knew of would be situated in the room in the Kalee. There had been some p

difficulty about writs of execution being issued His Lordship said that immediate execution would issue. If there was any difficulty, any Ma obstruction to the officers of the Court, such obstruction would be at the risk of any persons doing so. He did not imagine they would meet

RUBBER LITIGATION. BIG DAMAGES CLAIMED PROM SINGAPORE

BROKER. Before the acting Chief Justice, Sir Archibald Law, in the Supreme Court, at Singapore, last | p week, the hearing was commenced of an action brought by Mr. Robert Passmore Silby, an engineer, of Shanghai, to recover from Mr. John Graham Boyd, broker, of Singapore, (1) | 8 \$124,315.96 for money payable by the defendant to the plaintiff for money received by defendant for the use of plaintiff, and (2) for \$118,022.23. damages for breach of contract to sell land, of which sum \$32,307.95 are for special damage Mr. R. St. J. Braddell, with whom was Mr. J G. Campbell, appeared for plaintiff, and Kr. Stevens represented defendants.

HAMBURG LETTER.

FROM OUR OWN CORRESPONDENT.

THE FINANCIAL SCHEME. As I foreshadowed in my last letter a fortnight ago, the financial scheme emanating from the joint committee of the Senate and the Burgersschaft has not met with universal approval The proposed increase in the harbour and toncustom, to apply to it the more rigorus rules | nago dues more especially has called forth enerof English law. Still, if it was a case to which getic protests from all interested in the trade of English law applied; and the conduct of the port and its shipping. The Hamburger these in charge of the property was clearly Beitrage in an article last week points out how proved to have been contrary to English any increase in the charges must necessarily cultivation of the fibre. law, then he must enforce the law. Chan Wai | tend to divert the inland traffic to a still greater Chi financed the family, and when his advances extent than is already the case to other ports, had reached about \$20,000 Wong Shi trans. such as Antwerp, Rotterdam, Copenhagen and ferred these shares to him in payment. Now Chan Trieste, where the rates are considerably lower than in Hamburg and which are bein! brought within easier reach of merchants and manufacturers in the interior of the country by the construction of new railways and canals, such, for instance, as the Tauren Rulway in Austria. The opening of this line last year caused, as readers may remember, considerable uneasiness in commercial circles here, it being feared that a large proportion of goods for the East might be henceforth shipped from South Germany and the Rhine vid Trieste instead of Hamburg, as the route is shorter and the Austrian Government is offering every facility in order to attract the traffic. The Chamber of Commerce thought the matter of sufficient impo. tance for it to address the Minister of Railways in Berlin on the subject with a view to obtaining a reduction in the railway rates from the interior to this port. So far nothing seems to have come of it, but, as the Beitrage rightly observes, is it to be expected that the imperial government will grant preferential rates when they find that the authorities here, instead of endeavouring to lesson the costs of shipping goods, propose to add to them? They are already much in excess of those in the ports named, a regular liner, for instance, discharging, say, 3,800 tons of merchandize in packages and 4,700 tons grain in bulk and loading as return freight some 9 000 tons of different kinds would at the present rates have to pay in Hamburg M.5,086. in Antwerp M.4,085, in Copenhagen M.1,185 The ratio decidendi in these cases is as to and in Trieste M.2,585, besides which there is an extra charge of 10 Pf per 100 kilos landed on or loaded from the quays. No such rate is levied in any of the other towns except in Rotterdam, where, however, it amounts to only one-fifth of what it comes to here. It is not to be wondered at therefore that freights from the Black Sea, India and the River Plate for goods shipped in bulk are as a rule sixpence higher to Hamburg than to the other ports. Moreover, the railway here charges from 10 Pf. to 20 Pfhas told us, of £500 a year, or which may per 100 kilos for the use of its dock sidings whereas in other places the companies deliver the goods on the quay; in Holland they even grant relates on the carriage to regular shippers. Another circumstance which places Hamburg at a disadvantage is the want of quay room, By Traffic Receipts (after deducting owing to which steamers not belonging to the By Advertisement Rents . regular lines are frequently obliged to discharge in the river. This is a convenient arrange. ment in many ways for goods in bulk such as grain, nitrate of soda, &c., intended for tranship. ment by water to the interior, but for other many dresses and articles of that kind for her were goods the lighterage is a heavy item, besides in winter, when the river is full of ice, the lighters and barges employed very often in severe wenther become icebound, a cause of endless delay and heavy additional expense. It is to be hoped that with the extension of the harhour now going on this practice may be more and

more abandoned, but higher quay dues are hardly likely to conduce to it. The other taxes proposed do not seem to find more favour in the eyes of the public, with the exception perhaps of the additional death duties; the death duties have last year been made an imperial tax, of which only a portion goes to the individual States, and the authorities now suggest supplemental rates for the sole benefit of the republic.

BOARD OF TRADE RETURNS. The Board of Trade returns for the first three menths of the present year again compare favourably with those for the same period in 1910, the total imports to Germany amounting to M.2,355, 47,000, against M.2,280,617,000, and the exports from the various ports of the empire to M.959,302,000 against M.788,151,000. The following are some of the chief items in thousands of marks :-

Imports.

Other metals and metal

Machinery and electro-

technical articles

manufactures

1911

Marks

Marks

intpuris.	THOLDO	4 422 074
ricultural produce	1,559,328	1,466,234
neral raw materials	179,260	161,538
ax. Oils and Fats	5,044	4,386
emical and Pharmaceu-		
ical products	93,853	98,096
imal and Vegetable	<u> </u>	1
pioning material	209,495	220,671
ather and leather goods	36,654	~ 42,691
diarubber goods	7,138	6,396
per, Cardboard and		4
stationery	6,883	5,239
oks, paintings, on-		
gravings, dc.	10,896	9,836
one earthenware and		(4)
glass	12,230	10,901
recious metals, jewel-	,	- 1-
	66,110	96,951
lery, &c ther metals and metal	44,444	
manufactures	111,440	110,822
	ALL, TIU.	
achinery and electro.	19,282	21,631
technical articles	17,202	41,004
Exports	700 540	747 400
gricultural produce	375,512	347,408
ineral raw materials	148.358	120,521
Var. Oils and Fats	10,327	9,209
hemical and pharmaceu.		-
tical products	192,884	169,673
nimal and vegetable		
spinning material	353,611	327,654
eather and leather goods	95,261	102,951
ndiarabber goods	13,811	12,143
aper, Cardboard and		* * * * * * * * * * * * * * * * * * *
Stationery	54,219	49,436
looks, paintings, en-		. W. A.
gravings, &c.	22,147	22,129
tone earthenware and	4	4.1
glass	45,829	42,873
Precious metals, jewel-	20 20 20	
Town fin	25.824	67.636

215,516

The cultivation of cotton in Russia is steadily increasing; the area planted in Dessetines amounted to 299,392 in 1910 against 201,501 in 1909; in the Ferghans district, to 29,335 against 26,435; in that of the Syr-Darja, to 22-143 against 18,577; in Samarkand, and to 28,343 against 26,168 in the trans-Caspian territories. The yield in poods was in Forghana 20,673,143 against 11,421,608; in Syr-Darja 1,301,226 against 1,218,420; in Samarkand 933,350 against 725,468 and in the trans-Caspian territories 2,580,884 against 1,390,268. The Russian Government, fully recognizing its importance for the spinning industry of the country, is granting every encouragement to the extension of the

COMPANY REPORT.

PEAK TRAMWAYS COMPANY, LIMITED. The Report of the Directors for the year

ending 30th April, 1911, reads: Gentlemen,-The Directors now beg to submit to you their Report and Statement of Accounts for the year ending 30th April, 1911. The Net Profit for the twelve months, after deducting Direc.

losson subsidiary coins, amounts ... \$32,819.32 To which has to be added the Balance brought forward from

tors' fees and General Managers'

Remuneration and providing for

last account

Making available for appropriation \$35,833.80

The Directors recommend that a Dividend at the rate of 8 per cent, per annumbe paid to Shareholders, absorbing 24,000.00, that \$10,000.00 be written off Permanent Way and Concession (new line) Account, and that the Balance of \$1.833.80 be carried to a new Profit and Loss Account.

Mr. Simon A. Levy and Hon. Mr. Henry Keswick having resigned, Mr. C. S. Gubbay and Hon. Mr. C. H. Ross were invited to occupy the vacant seats on the Board. In accordance with Rule 73 of the Company's Articles of Association, Dr. J. W. Noble, Sin Hormusiee Mody, Hon. Mr. C. H. Ross, Mr. J Scott Harston and Mr. C. S. Gubbay retire, but being eligible off-r themselves for re-election. AUDITORS.

The Accounts have been audited by Messre. W. H. Potts and A. R. Lowe. Mr. Potts and Mr. Lowe offer themselves for re-election. HENRY HUMPHREYS.

Chairmon. Hongkong 15th May, 1911. 8 11,995.47 To Coals and Stores 3,426.07 To Charges 10,186.20 To Maintenance and Repairs ... o Rat s, Crown Rent and Fire In-To Salaries and Wages To Morigage Interest on R.B. Lot 80 To Allowance to General Managera to cover office Rent and Clerks' 6,000,00 To Directors' Fees \$2,500.00 To Remuneration to General Managers, 5 per cent, on gross earnings 5,003.25 7,503.25 32,819.32 To Balance \$100,065.08

By Rent Account 3100,065.08 BALANCE SHEET at 30th April, 1911.

loss on subsidiary coins)

LIABILITIES Capital Account :-75,000 shares of \$10 Less uncalled, 89 per

share on 50,000 Unexpired senson tickets Profit and loss account

Profit and loss for the 35,833.80 \$ 399,837.42 Permanent Way and Concession

(now line) 48.95 1.29 Per last Report ... Less written off .. Stations, Crown Leaseholds and Buildings (Inland Lots 1,317. 1,333, 1,334, 1,335, 1,353 and R. B. Lots 80 and 86), per last

Add alterations, &c., since Rolling Stock Office Furniture Coals and Stores in hand Sundry Debtors Cash in Hongkong and 890,163.63 Shanghai Bank

Cash and C'dores' Or-

3,453.56 ders in band 93,617.19 \$399,837.42 JOHN D. HUMPHBEYS & Son, General Managers.

COMPANY DIVIDENDS.

The Directors of Linggi Plantations, Limited. have decided to recommend payment of a final dividend of 872 per cent., making a total of 2372 per cent. for the year 1910.

The Shanghai Mutual Telephone Co. pay a dividend of Tls. 4 share, and a bonus of Tl. 1 per share, and place Tls. 10,000 to equalisation of dividend fund.

The Directors of Weeks & Co., Ltd., Shanghai have decided to recommend to the General Meeting of Shareholders that the amount standing at the credit of Profit and Loss for the year ended 28th February, 1911, after having paid an interim dividend of 3 per cent. in December, should be disposed of as follows :--A final dividend of 6 per cent. per annum= \$24,000.00; Write off property additions account, \$1,808.39; Place to reserve account \$10,000.00; Carry forward to new account, \$11,106.38 -\$46,914.77.

INTIMATIONS

PAYS YOU TO BUY THIS

Whisky is good, so good that the demand for it is steadily and rapidly increasing-after all, that is the supreme test of quality. We want you to know its good qualities, and the only way is for you to try it. Next time order

It contains a Free Passage, Coupon Scotland in every case

SAMPLES ON APPLICATION:

RUTTONJEE & SON,

GOLD

SILVER WATCHES

FNGLISH,

BWISS

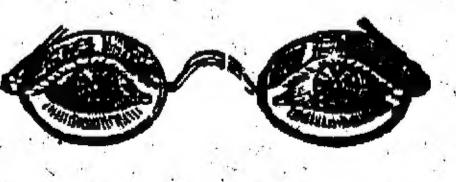
AND ELGIN

SUPERIOR

QUALITY MOVEMENTS

Chas. J. Gaupp

ALEXANDRA BUILDINGS.



WHY 60 TO

N. LAZARUS

FOR YOUR GLASSES? You will receive Fair Treat-

and Intelligent BECAUSE Examination

We have a Sound Optical Reason behind every Lens

OPTHALMIC OPTICIAN, CORNER OF D'AGUIIAR ST., HONGRONG.

continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is Limited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12.

Telegraphic Address .: PRESS Codes: A.B.C. 5th Ed-Lieber's.

MEW ADVERTISEMENTS

EMPLOYMENT WANTED.

Capable CHINESE with a good working A knowledge of English desires employment. Satisfactory references as to character, &c. Apply-

Care of " Daily Press" Office. Hongkong, 17th May, 1911.

MACAO STAMPS:

BOUT 30 Stamps in use, price about \$5.00 The Stamps may be had with or without the post mark. Cash with order; postage and registration paid by the buyers. L. M. DOS REMEDIOS. Macao, 17th May, 1911.

OYPHER JLTRA CODE TABLE

Giving 12 Figures From C00 000 000 C00 to 999 999 999 999.

Will enable you to save 50% on your cable

Inspection invited. KELLY & WALSH, Ltd.

Hongkong, 17th May, 1911.

AUSTRIAN LLOYD'S STEAM NAVI. GATION COMPANY. NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUE ADEN, BOMBAY, COLOMBO. PENANG AND SINGAPORE.

THE Company's Steamship

"E. FRANZ FERDINAND," having arrived, Consignees of Cargo are hereb informed that their Goods are being landed their risks, into the hazardous and/or extra hazardous Godowns of the Mongkong and Kowloon Wharf and Godown Company, Ltd. Kowloon, whence delivery may be obtained. The Steamer brings Cargo from Venice ex s.s. "Metcovich." transhipped

at Trieste. Triciste ex s.s. "Koerberg." transhipped

at Bombay. Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before Noon on the 25th inst., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 9.30 A.M. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th inst. will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & Co.,

Agents, Princes' Building. Hongkong, 16th May, 1911.

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES. HE Steamship

"GNFISENAU! having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowus of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be

obtained. No Claims will be admitted after the Goodhave left the Godowns, and all goods remaining undelivered after the 22nd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 9.30 A.M. All Claims must reach us before the 26th inst,, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the

Undersigned. Consignees for Cargo ex s.s. "G. EBEN" (having sustained General Average), are informed that they will be required to sign an Average Bond, which will be sent round for that purpose.

NORDDEUTSCHER LLOYD. MELCHERS & Co., General Agents.

Hongkong, 16th May, 1911.

HONGKONG TRAMWAY, CO., LTD., FORMERLY

ELECTRIC TRACTION COMPANY OF HONGKONG, LIMITED.

NOTICE IS HEREBY GIVEN that a Share Certificate for 100 Shares of the above Company, Nos. 63082 to 63181, in the name of WO YUK CHO, is Declared to have been Mislaid, Lost or Destroyed, and that application has been made for a duplicate Certificate. Unless the Original Certificate or notice of objection to the i-sue of a duplicate, with the reasons for such objection, be lodged at this Office within 12 weeks from the date hereof, a duplicate Certificate will be issued. By Order,

H. W. C. DERMER, Secretary.

19 St. Swithin's Lane, London, E.C., 9th February, 1911.

PUBLIC COMPANY

PEAK TRAMWAYS COMPANY, LTD.

TOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Hongkond HOTEL, Hongkong, on SATURDAY, the 20th day of May, 1911, at 11.30 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year

ending 30th April, 1911. The TRANSFER BOOKS of the Company will be CLOSED from the 16th to the 25th May, 1911, both days inclusive.

JOHN D. HUMPHREYS & SON,

General Managers. Hongkong, 11th May, 1911:

INTIMATIONS

ON HIS MAJESTY'S SERVICE.

ENDERS are invited for the SUPPLY of Carpenters, Caulkers, Platers, l'lumbers, Painters, Scrapers, Shoemakers or Leatherworkers for the period of 12 months commencing 1st July next to H. M. NAVAL YABD. Forms of Tender can be obtained at the

Chief Constructor's Office, H. M. NAVAL YARD, Hongkong, and when filled in should be deposited in the Tender Box at the Main Gate of the Yard not later than Noon, THURS-DAY, 25th May, 1911. W. T. HOCKADAY,

Chief Constructor. H.M. NAVAL YARD,

Hongkong, 11th May, 1911

NOTICE.

COMPRADORE REQUIRED.

N European Firm requires a COMPRA-A DORE of good standing for its Canton Branch, Security \$100,000 at the least in Hongkong Property or cash. Apply in writing marked "COMPRADORE" to DEACON, LOOKER & DEACON.

1. Des Voux Road, Hongkong. Hongkong, 25th March, 1911.

THE CHINESE ENGINEERING & MINING CO., LTD.

TOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CHINESE ENGINEER-ING and MINING Co., LTD., will be held at WINCHESTER HOUSE, Hall No. 174, Old Broad Street, in the City of London, on WEDNESDAY, the 17th day of May, 1911. at 12 o'clock Noon, for the purpose of considering and if thought fit passing a Resolution authorising the Directors to borrow or raise over the AGENCY of the above Company to such further sums of money as they may think fit, but so that the amount borrowed or raised by the Company and then outstanding should not exceed three-fourths of the issued capital of the Company,

Dated the 31st day of March, 1911. By Order of the Board. ALFRED W. BERRY,

22. Austin Friars, London, E.C.

A limited number of the Circular Letter to Shareholders is in the hands of the Agent and can be had on application.

Secretary.

FOR SALE

FOR SALE.

TN SHAMEEN, British Concession, Canton, TWO VALUABLE GROUND LOTS, Middle Avenue. For Particulars, applysto—
HERBERT DENT & Co.,

Canton. Canton, 1st March, 1911.

FOR SALE.

TOURAL BUILDING LOTS Nos. 50 and 40 69, containing 72,430 and 18,770 square feat, respectively, and situated at the junction of Harker Road with Magazine Gap. Site prepared ready for building upon. For Partionlars, apply to-

E. D. KOTEWALL, Care of F. P. TALATI, Ice House Street.

Hongkong, 15th May, 1911.

HOTEL FOR SALE.

T Coast Port; as a going concern Proprietor retiring. For further Particulars apply to Care of "Daily Press" Office.

Hongkong, 5th May, 1911.

FOR SALE OR TO LET. 66 TZ ENLIS," 76A, PEAK; SEVEN ROOMS; Large Verandahs; American heating apparatus installed, making the House dry and comfortable throughout the year; Vegetable and Flower Gardens, Croquet Lawn. 15 minutes' walk from Tr. m. 7 minutes by 'Rickshaw. One of the best situations at the

Peak, Cool in Summer, Warm in Winter. THE HONGKONG LAND INVEST. MENT & AGENCY CO., LD.

Hongkong, 2nd February, 1911.

FOR SALE.

DEMAINING Portions of MARINE LOTS 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS,

LOT No. 285 EXTENSIVE WATER

FRONTAGE, DEEP WATER. G. FENWICK & Co., LTD.,

ENGINEERS, &C., PRAYA EAST, HONGKONG. Hongkong, 8th June, 1906. [111-112

ENTERTAINMENT

ROYAL.

RETURN VISIT

DALLAS HENRY AND HIS COMPANY,

FOLLIES."

(By Arrangement with H. G. PELISSIER).

WEDNESDAY, THURSDAY,

SATURDAY, MAY 17th, 18th, 19th and 20th, -

Booking Plans now open at MOUTRIE'S. Hongkong, 16th May, 1911,

NOTICES OF FIRMS

NOTICE.

HAVE This Day established myself as GENERAL MERCHANT AND COMMISSION AGENT at No. 15, Prince's Building, 2nd Floor, under the firm name of DE SOUSA & Co. E. V. M. R. DE SOUSA. Hongkong, 10th May, 1911.

N Accordance with instructions from our Head (ffice, the name of our Firm has This Day been changed to THORESEN & Co. AAGAARD, THORESEN & Co. Hongkong, 15th May, 1911.

NOTICE.

NOTICE. NYOTICE IS HEREBY GIVEN that the power so far held by MB. J. EMIL. MEYER to Sign our Firm per Procuration has been withdrawn from This Date.

GARRELS, BOERNER & Co., Shanghai, Hongkong, Hankow, Hongkong, 12th May, 1911. NOTICE.

LA FEDERALE MABINE INSURANCE CO., LTD., ZURICH.

THE Undersigned beg to inform the Public . that they have on the 9th inst, handed MESSES. HEUSER, EBERIUS & Co., Duddell Street, who will continue to accept risks as usual at current rates.

DADY BURJOR & Co. Hongkong, 10th May, 1911.

BUTTER.

"DAISY" BUTTER is the Finest Quality Table Butter Imported.

We Stock Three Other Brands at Prices to suit all.

DAIRY FARM CO., LTD.

GRACA & CO. PEDDER ST. (Hongkong Hotel Building), Dealers in OSTAGE STAMPS. VIEW POST Offices. Ground and First Floor. CARDS, FLOWER SEEDS,

Just Received a Selection of Postage Stamp Catalogues for 1911, Pictures made of used Stomps, Note Papers and Envelopes with Hongkong Views.

CIGARS, BOOKS, &c.

Inspection Invited.

NOTHING BETTER FOR THE SEASONI JUST RECEIVED-EXENGLISH MAIL

YOU WILL FIND OUR RANGE INCOMPARABLE FOR QUALITY, STYLE AND PRICES.

NEW FASHION STYLE BATH-ING DRESSES AND CAPS. White Lace Striped Muslins, Printed Dress Voiles, White Swiss Embroidered Muslins, Robe Muslius, White Embroidered Striped Dress Muslins, White Fancy Shirting, Mercerised Stripe Fancy Voiles, "The Elite" Stripe Dress Fabrice, &c., &c.

LATEST STYLES LADIES' STOCKINGS !-Plain Finest Maco Lisle Black, Tan, High Spliced and Double Soled. Plain Finest Side Silk Clox Lisle Black, Tan.

Plain Silk Black Stockings. Also Boys and Girls, Best Values. Hoosain-Ali & Co., No. 14, Queen's Road Central, Hongkong, 1st May, 1911;

SINGON & Co.

TRON, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipohandiers. Nos. 35 & 37. HING LOONG STREET (2nd St., west of Central Market). Telephone No. 515. ON SALE.

LIONGKONG HANSARD REPORTS of the MEETINGS of LEGISLATIVE COUNCIL for Session 1910. REVISED BY THE MEMBERS. PRICE - - - \$3.

DAILY PRESS OFFICE.

Hongkong, 21st February, 1911.

TO LET

TO LET.

TIWO OFFICES on lat Floor of Hotel highsions. Apply to

HENRY HUMPHREYS, Alexandra Buildings. Hongkong, 7th April, 1911.

TO BE LET.

NO. 34, QUEEN'S ROAD CFNTRAL (Shop), Opposite the Post Off. (Shop), Opposite the Post Off. . No. 24. D'AGUILAR STREET (Suitable for Godown, Etc.), All of which are at present occupied by VIENNA CAFE & Co., LTD. For Particulars, Etc. Apply to- YEE SANG FAT, Same Address.

Hongkong, 24th February, 1911.

TO LET.

CODOWN, No.54, DUDDELL STREET, Apply to— THE HONGKONG LAND INVEST. MENT & AGENCY CO., LD. Hongkong, let May, 1911.

TO LET.

FFICES on Ground and First Floor in Chater Road. Very central position, WOODLANDS VILLA, West, 2 Seymour Road, furnished. No. 18, BELILIOS TERRACE.

No. 9. BEACONSFIELD ARCADE The EYRIE, No. 13, Peak, newly Painted and Colour-washed. BEACONSFIELD, from 1st June, 1911. No. 57, PRAYA GRANDE, Macao. FOR SALE .- TOR CREST, at Peak, com-

manding a Magnificent View of the Harbour and Adjacent Islands. Apply to- LINSTEAD & DAVIS. 3rd Floor, Alexandra Buildings: Hongkong, 10th May, 1911.

TO LET.

TATO. 4. ORMSBY VILLAS, Kowloon. Apply to-

SPANISH DOMINICAN PROCURATION. Hongkong, 22nd April, 1911.

TO LET.

MOUNTAIN VIEW (at present occupied by E. R. HALLIPAX, Esq.). From 1st May, 1911. 10, MOUNTAIN VIEW.

Apply-Care of " Daily Press" Office. Hongkong, 4th April, 1911.

TO LET.

MOP FLOOR, No. 6, Ice House Street suitable for Office and/or Dwelling A. B. AVASIA. No. 1, Duddell Street. Hongkong, 15th May, 1911.

TO LET.

TRIRST FLOOR of No. 4, DES VŒUX ROAD CENTRAL. GODOWNS in Masons Lane good for storage of Wines and other Articles, Rent SECOND FLOOR of No. 84, DES VOUX ROAD, CENTRAL, newly completed, with Lift and Lavatories.

Apply to-DAVID SASSOON & Co., LTD. Hongkong, 6th May, 1911.

TO LET-NEAR CLOCK TOWER.

CEVERAL CONVENIENTLY SITUATED ROOMS, suitable for "REX."

Post Office Box 418. Hongkong, 9th May, 1911.

GODOWN, No. 4, New Praya, Kennedy THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 1st May, 1911.

TO LET.

TALATS in Nathan Road. FOUR-ROOMED HOUSES newly painted

and colour-washed throughout. Cheap rent. and COMMODIOUS SHOPS. Nathan Road, Kowlcon, Immediate Possession. Cheap Rentals. KOWLOON MARINE LOT 48, Yaumati, Area 85,200 square feet with 255 feet Sez Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to— HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 14th February, 1911.

TO LET.

ODOWNS, 95 and 96, Praya East. CHATER & MODY.

Hongkong, 31st March, 1911, TO LET.

NTO. 9, MACDONNELL ROAD, from 1st No. 10, MACDONNELL ROAD.

"CREGGAN," 39, The PEAK. OFFICES in King's Building, 4th floor. GODOWNS, 151 to 155, PRAYA EAST. SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door. Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply to-THE HONGKONG LAND INVEST. on application." MENT & AGENCY CO., LD. Hongkong, 15th May, 1911.

AUCTION

PUBLIC AUCTION.

THE Undersigned have been favoured with instructions to Sell for Account and Risk of the CONCERNED by PUBLIC AUCTION

(Unless Previously Disposed of by Private At their Offices, No. 7, Quai du Yang King Pang, French Concession, On TUESDAY, the 23rd inst., at 11 A.M. The Wreck of the Pacific Mail Steel Screw

Steamer "ASIA" (Late "Donic.") Reg. Net Tonnage 2,936; Gross Tonnage 4.680, Built in 1883; New Engines and Boilers 1895; Length 440' 9", Breadth 44' 2"; Depth 29' 3", as she now lies on Heacha Island,

The Cargo and Merchandise now abourd willalso be offered for Sale at the same time and

Taichu Group.

TERMS OF SALE :. Cash on fall of the Hammer, Vessel and/or Cargo to be at Purchaser's risk from the time of Sale. For further particulars apply to-HOPKINS, DUNN & Co., LTD., Shanghai,

LING & CO...

Hongkong, 16th May, 1911.

The Auctioneers.

19. QUEEN'S ROAD CENTRAL. FURNITURE AND PHOTO GOODS STORE.

in Stock. Developing and Printing Undertaken.

Photographic Goods of every Description

BANKS

tiongkoog, 31st July, 1907

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... Gold \$5,250,046 RESERVE FUND Gold \$3,250,640 100 6000 Gold \$6,500,000

HEAD OFFICE: 60 Wall Street, New York, LONDON OFFICE: 36 Bishopsgate. LONDON BANKERS: BANK OF ENGLAND. NATIONAL PROVINCIAL BANK OF ENGLAND, LD.

BRANCHES AND AGENTS ALL OVER THE WORLD. The Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and

accepts Fixed Deposits at the following mirs:

For.

For 3

THE CAPITAL & COUNTIES BANK, LIMITAL.

For 12 months 4 per cent. per annum GEORGE HOGG,

No. 9, Queen's Road, Central Hongkorg, 21st February, 1911.

HONGKONG SAVINGS BANK, THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORA. TION. Rules may be obtained on application. INTEREST on deposits is allowed at 34

per cent. per annum. Depositors may transfer at their option balance \$100 or more to the Hongkons and SHANGHAI BANK to be placed on FIXED DEPOST at 4 per cent. per annum. For the Hongkong and Shangha! BANKING CORPORATION. N. J. STABB,

Chief Manager. Hongkong, 24th January, 1911. TEDERLANDSCH-INDISCHE HANDELSBANK.

(NETHERLANDS INDIA COMMERICAL BANK).

ESTABLISHED 1863. Authorised Capital Fl. 15,000,000 (£1,250,000 Subscribed Capital Fl. 12,378,100 (£1,031,500 Reserve Fund Fl. 2,754,338,09 (£229,528)

HEAD OFFICE: AMSTERDAM.

LONDON BANKERS THE WILLIAMS DEACONS BANK. SWISS BANKYEBRIN.

BRANCHES AND AGENTS all over the

HEAD AGENCY: BATAVIA.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:-12 months 4% per annum.

No. 16, Des Voeux Road Central. Hongkong, 4th August, 1909. THE BANK OF TAIWAN, LIMITED (INCORPORATED BY SPECIAL IMPERIAL

C. WOLDRINGH, Manager,

do.

Capital Subscribed (paid up) ... Yen 6,250,000 HEAD OFFICE: TAIPER, FORMORA.

CHARTER).

BRANCHES AND AGENCIES; Swatow Tainar Anping Kobo Tameus Nagueski Tokyo Foochow Yokohama Shanghai

HONGKONG OFFICE: 3, DES VOUE ROAD. Interest allowed on Current Accounts Deposits received on terms which may be had K. TSUDZURABARA, Mensger. Hongkong, 1st May, 1911.

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

HEAD OFFICE-LONDON. PAID-UP CAPITAL £1,200,000 RESERVE TUND £1,625,0 C RESERVE LIABILITIES OF PROPERS.

INCORPORATED BY ROYAL CHARTER, 1853

INTEREST allowed on Current Account at the rate of 2 per cent, per annum on the Daily balances. On Fixed Deposits for 12 months 4 per cent. " for 6 , for 3

WM. DICKSON,

Manager.

Hongkong, 2nd May, 1911. DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP...Sh. Taele 7,500,000 HEAD OFFICE-SHANGRAI. BOARD OF DIRECTORS, JERLIN.

BRANCHES: Hamburg, Calcutta, Hankow, Tientsin, Peking, Tsinanfu, Teingtau. Kobe, Yokohama, Singapore,

Founded by the following Banks and

Bankers:--KONNIGLICHE SERHANDLUNG (PREUSSISCE) STAATSBANK) Berlin, DIRECTION DER DISCONTO-GESELLSCHAFT DEUTSCHE BANK S. BLEICHROEDER BERLINER HANDELS. GESELLSCHAFT Berlin. BANK FUER HANDEL UND INDUSTRIE

ROBERT WARSCHAUER & Co. Mundelssohn & Co. M. A. VON ROTHSCHILD & Frankfurt a M. SORHNE JACOB S. H. STERN NORDDEUTSCHE BANKIN HANBURG, Hamburg SAL, OPPENHEIM, JE., & Co., Koeln, BAYERISCHE HYPOTHEKEN UND WECHEEL

LONDON BANKERS: Messrs. N. M. Rothschild & Son: THE UNION OF LONDON AND SMITH'S. BANK, LIMITED, DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DEE DISCONTO GESELLECHAPI.

learned on application. Every description Banking and exchange business transacted, R. TIMMERSCHEIDT Manager.

HE MERCANTILE BANK OF INDIA, LIMITED, AUTHORISMIT CAPITAL ... £1,500,000 SUBSCRIBED PAID-UP Title 144 144 444 844

INTEREST allowed on Current Accounts at the rate of 2 per cent, per annum on the Daily balance. ON FIXED DEPOSITS : For 12 months ...

Hongkong, 29th April, 1911. VOKOHAMA SPECIE

Acting Manager,

Date ... 13th March, 1911.

BEANCHES AND AGENCIES. Tokyo Osaka Nagasaki San Francisco Lyons New York Shanghai Honolula Bom bay Tiontsin Hunkow Newchwang Peking Antung Lioyang Port Arthur Tieling -

HONGKONG-INTERNET ALLOWED. On Current Account at the rate of 2 remount per annum on the daily balance. On fixed deposits for 12 months 4 % per annus

TAKEO TAKAMICHL

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NOTICE TO CONSIGNEES. FROM EUROPE, COLOMBO AND STRAITS.

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NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

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No Fire Insurance has been effected.

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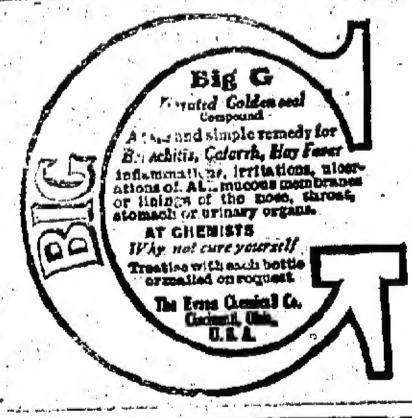
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WOMAN'S VANISHED

BY OLIVE SCHERINER.

Whatever the result of the chan-es of modern civilisation may be with regard to the male, he certainly cannot complain that they have as a whole robbed him of his fields of labour, diminished his share in the conduct of life, or reduced him to a condition of morbid inactivity.

In our woman's field of labour matters have tended to shape themselves wholly otherwise! The changes which have taken place during the last centuries, and which we sum up under the compendious term 'modern civilisation,' have tended to rob woman, not norely in part but almost wholly, of the more valuable of her ancient domains of productive and social labour; and, where there has not been determined and conscious resistance on her part have nowhere spontaneously tended to open out to her new and compensatory fields.

'Woman's Labour Problem.' Our spinning wheels are all broken; in a thousand buge buildings steam-driven looms guided by a few hundred thousands of hands (often these of men), produce the clothings of half these few well-born and well-instructed is the the world; and we dare no longer say, proudly, as of old, that we and we alone clothe our peoples. long ago, when the ploughman and the miller | missible only to those who have shown their took our place; but for a time we kept fast power rightly to train and provide for their possession of the kneading-trough and offspring, than a labour which in itself, and the brewing vat. To-day steam often shapes our bread, and the loaves are set cial to society. down at our very door-it may be by a mandriven motor-car! The history of our household drinks we know no longer: we merely see them set before us at our tables. Day by day machine-prepared and factory produced viands take a larger and larger place in the dietary of rich and poor, till the working man's wife places before her household little that is of her own preparation: while among the wealthier classes, so far has domestic change gone that men are not unfrequently found labouring in our houses and kitchens, and even stauding behind out chairs ready to do all but actually place the morsels of food between our feminine ips. In every direction the ancient saw, that it was exclusively the woman's sphere to prepare the viands for her household, has become, in proportion as civilisation has perfected itself,

an antiquated lie. Even the minor domestic operations are tending to pass out of the circle of woman's labour. In modern cities our carpets are beaten, our windows cleaned, our floors polished, by machinery, or extra domestic, and often male labour. Year by year, day by day, there is a silently working but determined tendency for the sphere of woman's domestic labour to contract itself; and the contraction is marked exactly in proportion as that complex condition which we term " modern civilisation "

is advanced. It manifests itself more in England and America than in Italy and Spain, more in great cities than in country places, more among the wealthier classes than the poorer, and is an unfailing indication of advancing modern civilisation.

But it is not only, nor even mainly, in the sphere of women's material domestic labours that change has touched her and shrunk her ancient field of labour.

Time was when the woman kept her children about her knees till adult years were reached. Hers was the training and influence which shaped them. From the moment when the infant first lay on her breast, till her daughters left lier for marriage and her sons went to take shares in man's labour, they were continually under the mother's influence. To-day, so complex have become oven the technical and simpler branches of education, so mighty and inexorable are the demands which modern civilisation makes for do not even demand that society shall immedispecialised instruction and training for all atoly so reconstruct itself that every woman individuals who are to survive and retain their may be again a child-bearer (deep and usefulness under modern conditions, that, from the earliest years of its life, the child is of necessity largely removed from the hands of the mother, and placed in those of the specialised instructor. So marked has this change in woman's ancient field of labour become that a woman of almost any class may have borne many children and yet in early middle age be found sitting alone in an empty house, all her offspring gone from her to receive training and instruction at the hauds of others. The ancient statement that the training and education of her offspring is exclusively the duty of the mother, however true it may have been with regard to a remote past, has become an absolute mis-statement; and the woman who should at the present day insist on entirely educating her own offspring would, in nine cases out of ten, inflict an irreparable

injury on them, because she is incompetent. But, if possible, yet more deeply and radically have the changes of modern civilisation touched our ancient field of labour in another direction -in that very portion of the field of human labour which is peculiarly and organically ours, and which can never be wholly taken from us. Here the shrinkage has been larger than in any other direction, and touches us women more

Time was, and still is among almost a primitive and savage, folk, when the first and all-important duty of the female to her society" was to bear to bear much, and to bear unceasingly! On her adequate and persistent performance of this passive form of labour, and on her successful feeding of her young from her own breast and rearing it, depended not merely the welfare but often the very existence of her tribe or nation. Where, as is the case among almost all barbarous peoples, the rate of infant mortality is high; where the unceasing casualties resulting from war, the chase, and acts of personal violence tend continually to reduce the number of adult males; where surgical recurrence, decimate the people, it has been creative power to its very uttermost limits if and die out; "May thy wife's womb never cease from bearing" is still to-day highest expression of goodwill on the part of a native African chief to his departing guest. Incessant and persistent child-bearing is the highest duty and the most socially esteemed occupation of the primitive woman, equalling fully in social importance the labour of the man as hunter and warrior. Even under those conditions of civilisation

which have existed in the centuries which divide primitive savagery from high civilisation the demand for continuous, unbroken childbearing on the part of the woman as her loftiest social outy has generally been hardly less imperious. Twenty men had to be born, fed at the breast, and reared by women to perform the crude brute labour which is performed to-day by one small well adjusted steam crane; and the demand for large masses of human creatures as mere reservoirs of motor force for accomplishing the simplest processes was imperative, So strong

[An abridgement of part of the first chapter of Woman and Labour. Published by T. Fisher | form Unwin

indeed, was the consciousness of the importance to society of continuous child-bearing on the part of woman, that as late as the middle of the sixteenth century Martin Luther wrote: "If a woman becomes weary or at last dead from bearing, that matters not;" and he doubtless gave expression, in a crude and somewhat brutal form, to a conviction common to the bulk of his contemporaries both male and female.

To-day this condition has almost completely reversed itself. The advance of science and the amelioration of the physical conditions of life tend rapidly toward a diminution of human mortality, while yet more seriously has the demand for woman's labour as child-bearer been diminished by change in another direction.

Livery mechanical invention which lessens the necessity for rough, untrained, muscular, human labour diminishes also the social demand upon woman as the producer in large masses of such labourers. Already throughout the modern civilised world we have reached a point at which the social demand is not merely for human creatures in bulk for use as beasts of bur-It is this fact that constitutes our modern | den, but, rather, and only, for such human creatures as shall be so trained and oultured as to be fitted for the performance of the more complex duties of modern life. Not, now, merely for many men, but rather for few men, and modern demand. It is cortain that the time is now rapidly approaching when child-bearing Our hoes and our grindstones passed from us | will be regarded rather as a lofty privilege, perunder whatever conditions performed, is benefi-Thus it has come to pass that vast numbers

of us are, by modern social conditions, prohibited from child-bearing at all; and that even those among us who are child-bearers are required, in proportion as the class or race to which we belong stands high in the scale of civilisation, to produce in most cases a limited number of offspring; so that even for those of us. child-bearing and suckling, instead of filling the entire circle of female life from the first appearance of puberty to the end of middle age, becomes an episcdal occupation, employing from three or four to ten or twenty of the three-scoreand-ten-years which are allotted to human life. In such societies the statement (so profoundly true when made with regard most savage societies, and even largely true with regard to those in the intermediate stages of civilisation) that the main and continuous occupation of all women from puberty to age is the bearing and suckling of children, and that this occupation must fully satisfy all her needs for social labour and notivity, becomes an antiquated and unmitigated mis-statement.

Looking round, then, with the utmost impartiality we can command on the entire field of woman's ancient and traditional labours, we find that fully three-fourths of it have shrunk away for ever, and that the remaining fourth still

tends to skrink. It is this great fact, so often and so completely overlooked, which lies as the propelling force behind that vast and restless "Woman's Movement" which marks our day. It is this fact, whether clearly and intellectually grasped, or, as is more often the case, vaguely and painfully felt, which awakes in the hearts of the ablest modern Eurpean women their passionate, and at times it would seem almost incoherent, cry for new forms of labour and new fields for the exercise of their powers.

Thrown into strict logical form our demand is this: We do not ask that the wheels of time should reverse themselves, or the stream of life roll backward. We do not ask that our ancient spinning-wheels be again resuscitated and placed our hands; we do not demand that our old grindstones and hoss be returned to us, or that man should again betake himself entirely to his ancient province of war and the chase, leaving to us all domestic and civil labour. We over-mastering as lies the hunger of motherhood in every virile woman's heart!); neither do we demand that the children whom we bear shall again be put exclusively into our hands to train. This we know, cannot be. The past material conditions of life have gone for ever no will of man can recall them; but this our demand: We demand that strange new world, that is arising slike upon the man and the women, where nothing is as it was and all things are assuming new shapes and relations, that in this new world we also shall have our share of honoured and socially useful human toil, our full half of the labour of the Children of Woman. We demand nothing more than this, and we will take nothing less. This is our "Woman's Right!

THREE MEN IN A BOAT. THE TALE OF AN ADVENTUROUS VOYAGE

TO BATAVIA.

Open boat adventures in these seas are not of common occurrence, or, if they are, they seldom reach the stage of newspaper publicity. It is therefore with some interest that we relate the following :- Mr. A. van der Poorten, a gentleman who owns property on the south coast of Java, recently brought out from England a 30 foot motor boat for service on the concession and essayed to take the small craft down to Batavia under its own power. It has an 18 h.p. engine. The party, consisting of the owner, an engineer friend and native seaman, weighed anchor from Singapore one fine morning some weeks back, when all was calm and bright; so much so that at five o'clock the next morning. the boat had gone 104 miles, right beyond Rhio. Then came the catestrophe—the engine jibbed and no amount of physical or any other sort of persuasion would make it do another revolution. A small lug-sail was therefore hoisted, and some knowlege being still in its infancy, most slow progress was made to the nearest land wounds are fatal; where, above all, recurrent which appeared most likely to afford succour pestilence and famine, unfailing if of irregular with, perhaps, the possibility of a tow by a passing steamer. After a painfully slow trip all-important that woman should employ her the land was reached, but no help was forththe race were not at once to dwindle under sail. The fates were not kind, however, for the little craft was carried this way and that by currents: at one spot the boat was carried into breakers on a rock-bound coast and the crew had a hard job to keep her from getting stove in. Eventually, the party got into touch with a Dutch Government official who towed them with his launch to where they were able to get a small Chinese steamer for Singapore and they duly reached this port with their boat—and with a considerable quantity of experience. They were away altogether three weeks, and though none of them suffered from the trip, they are not keen on making a second attempt. For this reason, the craft will be shipped down to Batavia on Saturday next by a Datch steamer .- Straits Times.

> "WITH DOG AND GUN IN THE NEW TERRITORY."

Hongkong, 29th October, 1910.

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> Weihaiwei, 1898; Convention, Commercial, Shanghai, 1902; Emigration Convention, France: - Tientsin, 1858; Convention, 1860; Tientain, 1885; Conventions, 1886, 1887 and 1895 : Frontier Trade Regulations, United States: - Tientein, 1858; Additional, Peking, 1880; Immigration, 1894

> Germany :- Tientain, 1861; Peking, 1880; Kisochau Convention, 1898; Railway and Mining Concession, 1898. Japan:-Shimonoseki, 1895; Lisotung Convention, 1895; Commercial, 1896; New Port 1896; Supplementary Commercial, 1903. Russian :- St. Petersburg, 1881; Russian Land Trade, 1881.

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(Alliance) 1905; Russia (Peace Treaty) 1905. TREATIES WITH COREA Japan, 1876; Japan Supplementary, 1876 Japan, 1904 and 1905. United States, 1882; Great Britain, 1895.

TREATIES WITH SIAM Great Britain, 1856, 1899 and 1909, France, 1898 and 1904; Japan, 1893; Russis, 1899. Great Britain and France, Sizmese Frontier. Great Britain and Russia, Railway Convention,

CUSTOMS TARRETS TRADE REGULATIONS China, Japan, Siam, Cores. LEGAL DOCUMENTS

Orders in Council for Government of H.B.M.'s Subjects in China and Coren, and in Siam Rules of H.B.M.'s Supreme and other Courts in China, &c.; Tables of Court and Consular Fees; Charter of the Colony of Hong-Malay States Federation Agreement Table of Hongkong Court Fees; Admiralty Rules; Foreign Jurisdiction Act; Regulations for the Consular Courts of United States; United States Consular and Court Fees; Rules of Court of Consuls of Shanghai Chinese Passenger Act; Hongkong Licences, Trade Marks, and Leiters Patent Fees: Port Regulations for China; Harbour Regulations for Japan.

The CHRONICLE and DIRECTORY, although condensed in every possible manner, con-RESIDENTS tains every year more pages.

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sellers in Asia and through :-LONDON 'Hongkong Daily Press" Office. 181, Fleet Street, E.C. LONDON Mr. F. Algar, 11, Clement's Lane. Mesers. G. Street & Co., Ld.

30, Combill, E.C.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Alacrity, despatch-beat, 700 tons, 4 guns, 2,000 i h.p., Comdr. A. Lowndes, Weihaiwei. Astrees, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain E. B. Kiddle, Shanghai.

Atlas, admiralty tug, 615 tons, 1,400 i.h.p.,
Master S. West, Hongkong.
Bramble, gunboat 710 tons, 900 i.h.p. Lieut.
Comdr. B. G. Washington Hongkong.
Britomart, gunboat, 710 tons, 900 h.p., Lieut.
Comdr. J. M. Barker, Shanghai.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,400.
f.d., Comdr. H. Lynes, Shanghai.
Cherub, water tank and tug, 390 tons, i.h.p. 340.
Master W. Smith, Hongkong. Clio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Veale, Shanghai,

Fame, torpedo-boat destroyer, 340 tons, 6 gans, 5,700 i.h.p., Lt.-Comdr. H. S. Mouroe, Weihaiwei Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain J. Nicholas, Weihaiwei.

Handy, torpedo-boat destroyer 295 tons, 6 guns. 4,000 h.p., Lieut.-Comdr. Hon. Guy Stopford, Hongkong. Aart, torpedo-boat destroyer, 295 tons 6 guns, 4,000 h.p., Lt.-Comdr. Hon. Guy Stopford

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt.-Comdr. M., B. R. Blackwood Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. S. St. J. Farquhar, cruising, Kinsha, river gunbeat, 616 tons, i.h.p. 1,200,

Lieut.-Comdr. T. J. S. Lyne, Yangteze. Merlin, surveying ship, 1,070, tons, 6 guns, 1,400 i.h.p. Commr. B. O. M. Davy, ornising. Minotaur, armoured cruiser (flagship Vice-Admiral Sir A. L. Winsloe, K.C.B. C.V.O., C.M.G.,) 14,600, tons, l.h.p. 27,000, Capt. G. C. Cayley, Shanghai.

Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Captain L. E. Power, M.V.O. Weihaiwei. Moorhen, river gunboat, 180 tons, 2 guns Lieut.-Co er G. P. Leith. West River.

Newcastle, 2nd class cruiser, 4, 00 tons, turbine, Captain George P. E. Hunt, D.S.O. Weihaiwei. Nightingale, river ganboat, 85 tons, 240 h.r. Lt. Comdr. Clarele Hillersden-Woodward R.N., Yangtaza.

Otter, torpede-boat destroyer, 385 tons, 6 guns 6,300 i.h.p., Comdr. Lambe, Weihaiwei. Robin, river gunboat, 85 tons, 2 guns, 240 h.p. Lt.-Comdr. Cosmo A. O. Douglas, West Sandpiper, river gunboat, 85 tons, 2 guns, 240

h.p., Lieut. Comdr. E. J. J. Southby, West River. Snipe, river gunboat, 85 tons, 2 guns 240 h.p. Lt.-Comdr. Maurice B. Leslie, Yangtese. Taku, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Ganner E. J. Trillo, R.N., Hong-

Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Eyres, Hongkong. Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p. Lieut. Comdr. R. J. Buchanan, Yangtese. Thistle, gunboat, 710 4ons, 900 h.p., Lieut, Comdr. M. B. Baillie-Hamilton, Shanghai Virago, torpedo-boat destroyer, 395 tons, 6 guns 6,300 i.h.p., Lieut.-Comdr. Harold D. Adair

Hall, Weihaiwei. Waterwitch, surveying ship, 620 tons, 450 i.h.; Lieut. Comdr. R. L. Hancock, Hongkong. Whiting, torpedo-boat destroyer, 360 tons, guns, 5,900 h.p., Lieut.-Comdr. G. H. Hartford, Weihaiwei.

Widgeon, gunboat 195 tons, 2 guns, 800 h.p. Lt. Comdr. M. H. Wilding, Yangtze. Woodcock, gunboat, 150 tons, 2 guns, 550 h.; Lieut. Comdr. B. R. Brooks, Yangteze. Woodlark, gunboat, 150 tons, 2 guns, 550 h.p. Lieut.-Comdr. G. F. A. Mulock, Yaugteze.

AUSTRIAM. Kaiserin Elisabeth, Austrian protected orniser 4,000, Freguttenkspitan Oskar Hanss. Northern Waters Panther, third class cruiser, 1,530 tone, Fregationkapitan, Theodor Skerl Edl. von Schmidtheim

Acheron, armoured gunboat, 1,830 tons, 9 guns, 1,700 h.p., Lieut. Bertrand, Saigon Alger, 2nd class orniser, 4,320 tons, 22 guas 5,100 h.p., Commander Fournier, H'kong Alouette, gunboat, 506-tone, 7 guns, 40:1 h.p. Commander Badin, Saigon

Argus, river gunboat, 180 tons, 6 guns, 570 h.p., Libut, Audouard. Baionnette, gunboat. Cimeterre, gunboat, 140 tons, Reserve, Saigon Caronalde,gunboat, 184 tons, Reserve, Saigon

Décidée, gunbost, 630 tons, 10 guns, 900 h.p. Lieut, de Linarès, Shaughai Dupleix, armoured cruiser, 7,578 tons, 26 guns, 17,000 h.p.

Desair, armoured craiser, 7,57 8 tons, 26 guns, 17,000 h.p. D'Therville, gunboat Estoc, gunboat, 141 tons, Reserve, Haiphong

Esturgeon, sub-marine, 70 tons, 60 h.p., Lieut Combet, Saigon Fronde, destroyer, 300 tons, 7 gans, 6,300 h.p.

Henri Rivière, river gunboat, 150 tons, 6 guns 152 h.p., Haiphong Lynx, sub-marine, 70 tons, 6 h.p., Lieut. Marrs, Saigon

Montoalm, armoured cruiser, (flagship) 9,367 tons, 36 guns, 19,600 h.p., Rear Admiral de la Croix de Castries (Commander-in-Manche, surveying-ship, 1,625 tons, 10 gans, 900 h.p., Commander Ragot de la Touche, Saigon

Mouquet, destroyer, 300 tons, 7 guns, 6,300 Commander de la Roche Kerandraon, Baigon Olry, river gunbost, 170 tons, 6 gans, 500 b.p.

Lieut, de Maindreville, Upper Yangtse Seiho, river gunboat, 130 tons, 4 guns, 280 h.p. Lieut. Puech, Tongku Perle, sub-marine, 70 tons, 60 h.p., Lieut. Mon-

Pistolet, destroyer, 300 tons, 7 guns, 7,000 h.p. Commander Mortenol, Hongay, Protés, sub-marine, 70 tons, 60 h.p., Lieut Morris, Saigon Redontable, battleship (reserve), 9,330 tons

87 guns, 6,200 h.p., Capt. Drouet, Saigon Styr, armoured gunboat, 1,800 tons, 8 guns 1,600 h.p., Lieut. Seriot, Saigon. Takou, destroyer, 280 tons, 6 guns 6,500 h.p., In Reserve, Saigon

Vauban, torpedo-depot, Commander Mortenoi, Hongay Vétéran, torpedo-depot, Lieut. Bihel, Cap Saint-Jacques Vigilante, river gunboat, 180 tons, 6 guns, 7 K.p. Lieut. Dumonlin, Sikiang

GERMAN. Arcona, cruiser, 2,719 tons, Captain von Hipper Iltis, gunboat, 1,000 tons, 10 guns, Captain Lans

Jaguar, gunboat, 900 tons, 10 guns, 1,300 h.p. Wilmington, gunboat, 1 800. Comdr. G. Captain Graf von Posadowsky-Webner Leipzig, cruiser, Captain Engel

STRAITS SETTLEMENTS STOCKS

value each re £1. Calls l up are:—	Malayan Companies	Singapore Fraser & Co.'s Prices, April 5	Dividenda	Par value each share £1, Calls paid up are:—	Malayan Companios.	Singapore Fraser & Co.'s Prices, April 5	Dividenda
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fy. 17/6	Anglo-Malay	1.4.10	75% 10	2/ fy. "	Merlimau Merton Syndicate	6/-	******
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fy. " }	Batu Kawan			2/ fy.	North Hummock Padang Jawa	1	15% '10
fy	Batu Tiga	5.2.0	10%	fy.	Pandan Johores	}	**1***
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15/ n	Bernam Perak Do. Ordinary		3% '09	fy. ",	Pelepah (Johore) Perak		
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15/ " { fy. "		3.0.3	61% '10	2/. fy. "	R. Est. of Krian R. of Johore		*****
Options	Bukit Mertajam	4/-	4,4,4		Sagga	12.10.0	50% 10
fy paid	Bukit Rajah	15.10.0	80% '10	2/ fu	peaner	6.10.0	15% 10
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8/ "		6.12.0	7 % 10	15/ ",	Sempah	n	
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fy. ,"	Consol, Malay	2.5.0 1.4.78	1531% 10		Straits (Bertam)	RJ.	121% 10
fy.	Damansara	7.10.9	76% '10	1010	Strathmore R	1	75% 10
fy.	Donnistown Eubh, Selangor	· ·	. ******	fy.	Sungei Bahru Sungei Choh	500	101040
fy.	Fed. Selangor	12/-	30% '10 90% '10		Sungei Kapar	5.0.0 14/1	25% 10
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y.	Garing (Malacca) Golconda	HEA	*14101	1 y . "	Sungei Liang Sungei Salak	4.17.6	****
y. "	Golden Hope	5.5.0 5.15.0	25% '10 40% '10	fy. "	Sungei Way	6.6.9	30% 10
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y. "	Inch Kenneth	5.12.0 14.0.0	30% '10	71.00 133	Third Mile		******
15/	Johore Para	14.0.0	25% '10	fy. "	Tremelbye		10% 10
10/ 3/6 "	Johors R. Lands Jong-Landor		******	2/ ty.	Utd. San Betong Val d'Or Est		******
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y .	Madingley Est.	Nom.	*****	2/ IY. ,	Sumatra Para	12/-	381% '10
2. 11	Malacca 75% Cum. Partici-		111111	10/ ty.	Sumatra Props. United Serdang		
TAV	pating Pref	10 10,0	10 '09	- 1	Utd. Sumatra	5.14.0	10% 10

Scharnhorst armoured cruiser (flagship)e 11,420 tons, 52 guns, 25,000 h.p., Kapitan

Zur See Mass Taku, destroyer, 280 tons, 4 guns, and 2 torpedo tubes, 6,000 h.p., Kommandant Kolbe (Hans) Bestram

l'orpedo boat " Sgo," Kapitan Leut, Heyden Tiger, gunbost, 900 tons, 10 guns, 1,300 h.p., Captain v. Koss Tsingtau, gunboat, 170 tons, 5 guns, 1,800 h.p. Captain Ross Vaterland, gamboat, - tons, 3 guns, 500 h.p.

Italian. Calabria, protected cruiser, 2,428, tons, 26 guns-4,000 h.p., Capitano Maris Casannova di

Captain Toussaint

Puglia, propected cruiser, 2,498 tons, 26 guns, 7,000 h.p., Capitano Gusani Viyconti Mar-PORTUGÚRSE Patria, gunboat, 700 tone, Captain J. Affrezo

Reinha D. Amelia, cruiser, 1,600; tons, Captain Vasco da Gama, cruiser, 3,032, Augusto Jose da Almeida

UNITED STATES. Albany, cruiser, 8,000 tone, C. S. Williams. Arayat, gunboat, Lieut.-Comdr. Matt H

Bainbridge, destroyer, 7 guns and 2 torpedo with strong N.E. gale and rough sea. tubes Ensign Lloyd W. Townsend Barry, destroyer, 420 tons, Ens. Edmund 8. Callao, gunboat, 248 tons, Ens. J. R. Murrisson

Cleveland, cruiser, 3,200 tons, Commander Hugh Rodman, Shanghai Charleston, battleship (flagship), 9,700, tons 58 gans, 21,000 h.p., Comdr. John H

Gibbins Shanghai Chattanooga, cruiser, 3,200 tons, Commander John D. MacDonald, Shanghai Chauseey, destroyer, 420 tons, Eng. I. N McNair. Dale, destroyer, 420 tons, Lieut. Herbert H Denver, cruiser, 3,200 tons, Comdr. Edward E Cagehart, Shanghai Galveston, cruiser, 3,200 tons, Commander

John A. Hoogewerff, Manila Helens gunbost, 1,392 tons, Comdr. Reuben O. Bitler, Shanghai Mindoro, gunboat, Lieut, George M. Baum Mohican (station ship), Commander G. R. Halisbury Monterey, monitor, 4,000 tons, Lt. D. W. Todd

Nanshan, transport, 1,577 tons, W.D. Pardeaux New Orleans, orniser, 3,430 tons, Comdr. Boger New York, cruiser (flagship), Comdr. J. P.

Paraguay, gunboat, Ensign Roy L. Lowman Pennsylvania, armoured oruiser, 13,680 tons Capt. A. Ward Pempey, collier, 1,600 tons, James D. Linett. Porpoise, 125 tons, 160 h.p., Ens. Kenne Whiting Rainbow, orniser, 6,026 tons Comdr. A. C.

Shark, 125 tons, 160 h p. Engign Theodore G Villalobos, gunbost, 370 tons, Lt. A. Andrews Sailsbury Hongkong

Samar, gunboat, Ensign W. C. I. Stiles

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THE WORLD.

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SHIPPING REPORTS. The British str. Loongsang reports: Smooth sea, light variable winds, rain towards coast The Chinese str. Kwangles reports: Dense for for two days in the Yangtsze Kisng; overcast with N.E. winds all the rest of the way.

- Andrew

CONTROL MEN

A MESIGNITA

STEAMERS PASSED THE CANAL,

April 21st-Antenor, Canton, Konang Si, Poona. 25th-Benledi, Satsuma, Soyo Maru, Christian, Nebe, Gneisenau, Neckar, 28th-Suruga, Tonkin. May 2nd-Achilles, Denbighehire, Nore. 5th-Ajax, Astyanax, Nubia, Palawan, Peiho, Siam, Slavonia, Stentor, Preussen, Buffalo. 9th-Benvorlich, Karonga, Oanfa, Peiho. 12th-Ernest Simons, Ghasee, Jeserro, Kleist, Prins Eitel Friedrich, Tango Maru, Teenkai, Arcadia. ARRIVALS AT HOME.

May 12th - Perseus, Polynesien. CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST. By CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Custom Service, Author of "The Mystic

Flowery Land," etc.). THE VOLUME which consists of 146 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the bettle of Kweilin, is dedicated to Bir ROBERT HART, G.C.M.G., and Dr. A

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in Chius, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home. Well bound in Yellow Cloth with Chinese Emblem in Gold.

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No. 22, Museum Boad, Corner of Soochow Road, Shanghai | 402 HONGKONG TIDE TABLE. From May 17th to 23rd, 1911.

> HIGH WATER, LOW WATER. H'kong H'kong Mean Time. ft. in. m. ft. in. 6 44 8 1 4 noinferior highnor low-water. m 10 59 7 41 8 1 5 19 noinferior highnor low-water. m 11 29 B 44 a 1 6 20 noinferior highnor low-water. 0 20 a 6 _9 47 c Sun. 21 noinferior highnor low-water. 22 noinferior high. nor low-water. 3 30 a 5 5 11 28 a 1 6 23 m 6 26 4 8 m 11 33 3 9 Tues. 4 56 a 5 4

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 16th. at 4 p.m. 10 a.m.

Previous On Date On Date 4 pm. Barometer 29.86 29,96 29,86 Temperature 69 Humidity Wind Direction ... Forceti Weather

Highest open air Temperature on 15th...77 Lowest open air Temperature on 15th, .. 71

TJILATJAP.

AUSTRALIA'S PLANS. Reuter's representative has had an interview ! with Admiral Sir Reginald Henderson, who and a moderate rise has taken place also, over has recently returned to Englaid from Australia on the conclusion of his mission to prepare an Australian naval defence schome. Speaking of his mission to Australia, the with my visit, and much impressed by the feelings of intense loyalty which existed. The task I had before me was big one, relating, as it did, to Imperial defence, which must necessarily mean a combination of interests. If the Commonwealth carries out my scheme in its entirety, a very strong force willbe available, a force which will prove a great asset in Imperial defence. As to the general reception | Hongkong & Neighbourhood...(*) of my report in Australia I am unable to form an opinion, as the details were only known on the day of my departure, but, so far as I could judge at the time I left, the view taken was a favour-

with whom I came in confact appeared to be pleas ed with the scheme, and, judging the newspaper comments I saw, the Press was not unfavourable. In preparing my report I had to start from the basis of the safety of Australia and the welfare of the Empire. These were the main questions involved, and in my capacity as a naval man I had nothing to do with political considerations of any sort or kind. The great object . I have tried to achieve is that Australia, hitherto dopendent on the British Navy, should in future be in a position to defend herself, and by so doing bear her share of the Imperial burden. hold that an enemy threatening any part of the Empire is an enemy to Australia, thus strongly emphasising the paramount necessity of combining with the Imperial Navy in time of war, for if our command of the sea is threatened, then Australia, or any other part of the Empire, is mensoed, and is liable to be drawn into the struggle.

OBJECTS OF COLONIAL NAVY. The primary object of an Australian Navy therefore should be immediate support of the Fund, which was founded on the initiative of rest of the Empire's navel force in fact, Imperial naval combination to maintain and fight for, if ever thretaned, the command of the sea, while the secondary object of Commonwealth naval defence should be to defend Australian coasts, and protect ports and shipping from raids and incursions. If the scheme I have prepared is carried out these objects will, I believe, be accomplished. I have already expressed the opinion that the time has arrived for all parts of the Empire to combine. As regards control of the various mayal units, I regard unity of extent to which the experimental investigation control as essential, and I believe that Australia, of causer has been developed by Dr. Bashford. although she may retain control of her Navy in | and in that respect he must be regarded as the times of peace, would in time of war place her founder of experimental cancer investigation in fleet under the Admiralty.

Asked regarding the new situation in the Pacific, Admiral Honderson replied: would appear to trench upon political cousiderations, into a discussion of which I must decline to be drawn, but there can be no doubt that the creation of an Australian navy must result in a reconsideration of the whole navai problem in the East. A GIGANTIC PROJECT.

Beferring to the main heads of his project, Admiral Henderson said : The complete scheme covers a period of twenty-two years, and of the Commonwealth in comparison with the rest of the Empire. It provides for a flest of fifty-two vessels, costing about £23,000,000, a personnel of some 15,000 men, an expenditure of £17,000,000 on docks and stores, the grand total or projected expenditure amounting to £88,500. 000 The proposed fleet is to be divided into two divisions, with four bases for the eastern division and three for the western. With regard to the personnel, before the expiration of the period of twenty-two years, the Commonwealth would have Australian-trained senior officor available and junior officers at a much earlier date, but until then the Commonwealth must draw upon the Admiralty for the loan of officers

With regard to the construction of the ships," Admiral Henderson said: Twenty-three ships will be in commission in 1918, forty-two in 1923, forty-eight in 1928, and the total of fiftytwo 1933. As to the naval bases, the chief will be Sydney and Fremantle. The former is well advanced, having been a naval base for many years. I see no reason why Sydney should not now he able to build ressels of the Bristol class. Fremantle is, of course, new. There is a good dock under construction, which is well advanced. The actual naval base would be at Cookburn Sound, the approaches to which will, however, have to dredged.

Speaking of the decision of Victoria to estabrish shipbuilding yards at Williamstown, the Admiral said: The only place where as there has been any great attempt to meet marine requirements is Sydney, but it is satisfactory to see that Victoria is also competing. The more competition the better. Marine engineering works and dooks are much required at Melbourne.

In conclusion, the Admiral said: Combination is the great thing, and I have always impressed upon Australians that once the command of the sea is lost by the Empire, no local system of defence could be of the least avail.

THE TRONOH TIN MINES.

The report of the Tronch mines for the year ended December 31 states that 2,945 tons of tin ore were sold, as contrasted with 2, 58 tons during 1909; and the amount realized was £265,478, being an average of £92-18 per ton of ore as against £80.48 for 1909. The directors consider that the increase is most satisfactory, and note the fact that the mining costs have again been reduced. A large amount of prospoeting has been carried on with satisfactory results. From one section of the eastern lead, in ground which has been thoroughly tested, the general manager estimates a profit of over £130,000. He also gives details of other valuable discoveries, from which further large profits are assured. The Government Perak has made a slight reduction of 81 per picul in the tin duty since the last report. After payment of dividends, amounting altogether to 7s. per share, the available balance of profit was be expected here on or about the 18th inst. £32,902. The directors have decided to write off property account £11,919, carrying forward to str. Polynesien, which left this port on the 11th this year the balance of £20,983; by so doing ult., was delivered in Lyons on the 15th inst. the "capital expenditure" account has now been written down to £120,000.

TRAINING AND WEIGHT.

A correspondent, writing in the Lancet upon comparison of the effects of training upon the weight of the two University crews who rowed in the last race, points out that the Oxford crew as a whole gained 42lb., while the Cambridge crew lost 433lb.

The correspondent remarks on the fact that the crew which won easily in "record" time actually put on weight as the result of their training while the losing crew lost more than 3st., and suggests that in selecting a crew preference should be given to men who do not need to be trained down. Very significant is the fact that, while the losing eight were all rowed out at the end of the race the only Oxford man to show signs of exhaustion was one of the two who lost weight.

WEATHER REPORT.

On the 16th at 11.55 a.m. —The barometer has risen considerably over Japan and the Loochoos, S. Chiun. Pressure is inclined to give way over N. China...

The high pressure area has shifted Eastwar ? and lies now over Japan. Pressure continues rela-Admiral said: Personally, I was delighted | tively low over the N.W. part of the China Sea. Strong winds and squally unsettled weather will continue to prevail over the northern shores of the China Sea,

Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 0.78 inches.

The forecast for the 24 hours ending at noon to-day is as follows :-N.E. winds.

fresh.

South coast of China between | Same as No. 1.
Hongkong and Lamocks. | Same as No. 1. at the time I left, the view taken was a layour sold south coast of China between Same as No. 1. Hongkong and Hainan * E. winds, strong; squally, rainy.

CANCER PROBLEM

BESULTS OF TEN YEIRS' BESEARCH

The encouraging results of the ten years' work of the Imperial Cancer Research Fund were outlined to a representative of the Evening sland and by Dr. E. F. Bashford, the direc-

Dr. Bashford, who has just been awarded the Walker Prize of £100 by the Royal College of Surgeons for the best original work on the pathology and therapouties of cancer, takes a most hopeful view of the outcome of the experiments at present being carried on with a riaw to the climination of one of the most dreaded of human scourges.

The investigations of the Cancer Research the lats King Edward, have acquired a worldwide extent on the incidence of cancer in different races of mankind, living under uncivilised conditions, and its occurrence throughout the entire animal kingdom, and have had an important bearing upont the statistics of cancer as embodied in the reports

of the Rogistrar-General, Perhaps, however, the part of the investigations which has commanded attention not only at home but throughout the world has been the England, ...

NOT COMMUNICABLE.

The investigations of the past ten years," said Dr. Bashford, "have nurrowed down the cancer problem to an extent previously impossible. As far as experiment, permits of any conclusion, it is demontrated that the disease is not communicable from one individual to another, but always arises afresh in each individual attacked.

"Thus many of the old conceptions, which sought for a common cause for all the many and varied forms of cancer, such as cancer parasite, or the growth of congenital germs of necessity doing large number of munkind to death have gone by the board. In their place the problem has buen resolved into a question of the circumstances peculiar to the individual in which the diseaso arises.

"It has been demonstrated for many races of mankind that the occurrence of the disease is determined by the practice of peculiar customs involving the chronic irritation of tissues; and by suitable i-ritations certain forms of cancer

could be produced at will in mice. "Just as it is certain that if the exotic customs of various native races were introduced into England, that the frequency of cancer in England would at once increase, so if appears practically certain that native races in which it is rife because of the practice of those customs would become correspondingly exempt in proportion as they discarded those practices.

FUIURE INVESTIGATION.

"It may be that future investigation will show that a corresponding diminution in the frequency of cancer as it occurs in England under the present conditions of existence may also be diminished by avoiding insults to which at the present time the human body is subjected in the course of following occupations, or, it may be, indulging in various whims of the appetite.

"In short, investigation has gone a long way to prove that the disease, when present, is almost certainly acquired, and therefore will ultimately be probably found to be to a large extent avoid.

"The result of ten years' work, not only in. England but in all other countries in which there are centres of cancer, is that a more hopeful outlook obtains in regard to the cancer problem than at any time in the history of

"Not the least significant feature in again awakening hope of a cure being ultimately found has been the demonstration of the fact, so long disputed in the case of man, that animals suffering from cancer can and do cure themselves of the

"The immediate object of experiments is, of course, the unravelling of the mechanism whereby animals are enabled to do this, and although an immediate solution is not in sight, it ought not to be beyond human endeavour to elucidate the means whereby animals cure themselves, and to apply the results to the treatment of the disease in man,"

LATEST STEAMER MOVEMENTS.

The Barber Line str. Suruga left New York on the 29th ultimo, and is therefore due here on or about the 18th inst,

The Apoar str. Catherine Apoar from Calcutta left Singapore on the 12th inst., and may The cargo of Silk shipped on board the M.M.

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SHIPPING IN PORT.

WA MARU. Japanese sfr., 3,911, Irizawa, 14th May - Senttle 11th April, General-Nippon Yusen Kaisha,

BLORMFONTEIN, British str., 1,958, J. B. Pattison, 6th May-Singapore 30th April, General-Shewan, Tomes & Co. CARL DIEDERICHSEN, German str., 774, Chr. Jürgensen, 13th May-Haiphong 11th May.

Coal-Jebsen & Co. CHIPSHING, British str., 1,190, F. Mooney, 15th May-Tientsin and Weihaiwei 7th May, General-Jardine, Matheson & Co. FRANZ FERDINAND. Austrian str., 3,848, B. Cobel, 15th May-Trieste, Bombay and Singapore 9th May, General - Sander, 1

ELAX, British str., 2,571, Milner, 12th May-Shanghai 8th May, Ballast - Asiatic Petroleum Co. EMPRESS OF JAPAN, British str., 3,039, S. Robinson, R.N.R., 12th May-Vancouver

23rd April, Mails and General-Canadian Pacific Railway Co. GERMANIA, German str., 600, C. Sepsen, 10th May-Sydney via Islands 15th March, Copra-Siemssen & Co.

GREGORY APCAR, British str., 2,961, S. H. Belson, 14th May-Kobe 7th and Moji 10th May, Coal and General-David Bassoon & HELENE, German etr., 771, H. Bendixen, 13th

May-Quinhon, General-Jebsen & Co. ISIDORE Pons, American str., 1,027, F. Xandoro, 7th May-Manila 3rd Vay, Barretto

JOHANNE, German str., 952, M. Tpland, 13th May-Haiphong 10th, Moihow 12th May, Rice-Jebsen & Co. KEONGWAI, German str., 1,115, J. Kühler, 7th May Singapore 1st May Butterfield &

IUKIANG, British str., 1,228, Robertson, 10th May - Chinkiang 6th May, General-But-KWANGTAH, Chinese str., 1,536, Stewart, 9th

May-Shanghai 6th May, General-C. M. LINAN, British str., 1,350, C. C. Williams, 15th May-Shanghai 12th May. General-Butterfield & Swire.

UCROW, British str., 1,216, W. Baddeley, 7th May-Chefoo 2cd May, Beans-Butterfield & Swire. Lyeemoon, German str., 1,238, v. Pilgrim, 12th May-Saigon 9th May, Rice and General

-Hamburg-Amerika Linie. MERAPI, British str., 1.480, E. Uldall, 5th May-Samarang and Singapore 29th April, Bugar-Chinese PERSIA, British str., 2,744, A. Lockett, 9th

May-San Francisco 12th April, Mails and General-P. M. S.S. Co. QUINTA, German str., 900, Schlesinger, 12th May-Bangkok via Swatow 5th May, Rice -Siemssen & Co.

RAJAH, German str., 1,275, H. C. Rehen, 11th May-Bangkok 4th May, Rice and Teakwood-Butterfield & Swire. RYGJA, Norwegian str., 3,459, E. Meyer, 4th

May-Portland and Moji 28th April, Flour and Coal-Portland & Asiatic S.S. Co. SAINT KILDA, British str., 2,469, John Lewis, 10th May-Barry 25th March, Coal-

SELENA, British str., 3,127, Stratton, 1st May -San Francisco, Kerosene Oil-Asiatic Petroleum & Co.

SHINSHU MARU, Japanese str., 2,450, T. Okuma, 14th May—Moji and Japan 8th May, Coal—Mitsui Bussan Kaisha. SIBIR, Russian str., 2,179, Levonias, 10th May

-Moji 4th May, Coal-Bradley & Co. SINGAN, British str., 1,047, F. Jamieson, 15th May-Haiphong 12th and Hoihow 14th May, General - Butterfield & Swire. SULTAN VAN LANGKAT, Dutch str., 2,293, Lagray, 3rd May-Singapore 27th April, Kerosene Oil-Asiatic Petroleum & Co.

TITAN, British str., 5,735, Evans, 12th May-Manila 10th May, Genaral-Butterfield & Swite. TJIBODAS, Dutch str., 2,953, Jurrianse, 2nd May-Yokohama 12th and Moji 26th April, General and Coal-Java-China-Japan Lijn.

TJIMAHI, Datch str., 4,500, J. P. Scholtes, 13th May-Macassar 6th May, Coal-Java-China-Japan Lijn, 🤫 TSINTAU, German str., 1,002, F. Bucking, 12th May-Bangkok and Swatow 11th May, Rice and General-Butterfield & Swire. VESTFOLD, Norwegian str., 1,172, Berthelsen,

3rd May—Bangkok via Holhow 24th April, Rice—China-Siam S. N. Co., Ltd. BAILING VESSEL. ECLIPSE, British 4-masted barque, 2,996, James White, 12th May-New York 20th Jan., Kerosene Oil-Standard Oil Co.

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	JAYA, C	JHINA A	ND JAPAN.	e u
STRAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ARC. T
CJIBODAS	JAPAN	First half of May	JAVA	First balf of May
'JIMAHI	JAVA	First half of May	JAVA	Second half of
JIPANAS	JAPAN	Second half of May	" JAYA.	Second half of May
JIKINI	JAVA	Second half of May	JAPAN	Second half of May
JILIWONG	SHANGHAI	First half of June	JAVA	First half of
JITARŒM.	JAVA	First half of June	SHANGHAI	First half of

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SHIPPING

ARRIVALS. BRAND, Norwegien str., 1,519, W. Evensen, 16th May-Manila 13th May, Ballast-Aagaard, Thorosen & Co.

FLINTSHIRE: British str., 2,478, Ctrady, 16th May-Yokohama and Shanghai 10th May, General-Jardine, Matheson & Co. GNEISKNAU, German str., 8,160, Ph. Obenauer 16th May-Bromen and Singapore 11th May, Mails and General-Melchers & Co. HAIMUN, British str., 641, J. W. Evans, 16th May - Swatow 15th May, General -

Douglas, Lapraik & Co. HONG WAN I., British str., 2,060, Jan. Hainsworth, 16th May-Singapore 10t. May, General-Joo Tack Sing. KWANGLEE, Chinese str., 1.468, Pratt, 161

May-Shanghai 12th May, General-(M. S. N. Co. KWANGTAR, Chinese str., 16th May-Conton. LOONGBANG, British str., 1,095, Teask, 160

May-Manila 13t' May, Horop and Genera -Jardine, Matheson & Co. NINGCHOW, British str., 1,836, II. C. Alle 16th May-Kuchinotzu 12th May, Flo

and Lumber-Butterfield & Swire. SICILIA. British str., 4,174, Warkins, 16th M. -Yokohama 3rd May, General-P. & S. N. Co. TELEMACHUS, British str., 1 350, Fraser, 15

May-Saigon 11th May, Rice and Gener -Wo Fat Sing. . ZAFIRO, American str., 1680, M. C. Smi 16th May-Manila 13th May, General

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 16th May. Gueisenau, German str., fdr Shanghai. Haimun, British str., for Swatow, Shinshu Maru, Japanese str., for Saigon. Sicilia, British str., for Singapore, Soshu Maru, Japanese str., for Swatow.

Shewan, Tomes & Co.

DEPARTURES

Tsintau, German str., for Bangkok.

16th May. AGAMEMNON, British str., for Singspore, ANTENOR, British str., for Shanghai. ARRATOON APCAR, British str., for Shangl COLOMBO MARU, Japanese sir, for Bingape DERWENT, British str., for Swatow. HAITAN, British str., for Swalow. LOOSOK, German str., for Swatow. MICHAEL JEBSEN, German str., for Maurit SCANDIA, German str., for Shanghai. SOPRINIK, Russian str., for Kobe. TACOMA MARU, Japanese str., for Keeling TAMING, British str., for Ma ila. TRIUMPH, German sir,, for Holhow. VORONEJ, Russian str., for Singapore.

PASSENGERS.

ARRIVADO Per Loongsang, from Manila, Messrs Kidd, C. O. Milisap, J. N. Varela, G. M. and Mrs Au San.

Per Gneisenau, from Bremen, &c., Rossei, Miss Benzie, Mr and Mrs Cheste Everster, Mrs John R. Notz and Mr Joh H Per Sicilia, Com Yokohama, &c., Mr & Bishop, Col. G. Hamilton, Mr and Mrs Harrison, Mr L. T Hamond, Mr and Mr. W. H. Cooke, Miss Smith, Messrs E. Welh. F. Welhaven, A. Schumacher, G. Thor. Deut, Bohme, Fesper, Au, Mr and Mrs D Misses Webber, Redfern, Harcourt, Mans Mesara Yates, Desorenes, Mounifield, Da and Donnely, Miss Hunter, Mr Steuer, M. Mrs Bobby, Mr and Mrs Westwood, Capt. Clarke, Mr W. M. McSevieury, Dr. and Mrs Baline, Mrs Dutley, Mr and Mrs Burton Sayer, Mr J. Behean, Mr and Mrs H. H. Dulling, and Lieut. C. P. Ventris.

Per Haitan, for Amoy, Messrs A. S. Collins, LST J. W. Wilson and I. A. Donnelly.

VESSELS EXPECTED.

THE AMELICAN MAIL. The P. M. S.S. Co. str. Korea arrived at Manila on the 13th instant, and is expected to sail for Hongkong on the 17th inst. The T.K.K. str. Nippon Maru, with U.S.

mails, left Yokohama on the 15th instant for Hongkong via usual ports of call. The P. M. S.S. Co. str. Siberia sailed from San Francisco on the 3rd inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on

the 30th instant. The P. M. S.S. Co. str. China sailed from San Francisco on the 10th inst for Hongkong, via Honolulu, Yokohama, Kobe, Naga-aki and Shanghai, and is due to arrive at Hongkong on the 6th prox.

THE AUSTRALIAN MAIL, The L.C.M. str. Coblenz left Sydney on the 6th instant, at midnight, and may be expected here on or about the 29th instant. The E. & A. str. Aldenham left Sydney on the 13th instant, for this port (via Queensland Ports, Timor and Manila).

THE CANADIAN MAIL. The C.P.R. Co.'s str. Empress of China, left Vancouver, B.C., for Hongkong (via usual por s of call) on the 12th instant a.m. THE GERMAN MAIL.

The I.G.M. sir. Derflinger, carrying the German Mails with dates from Berlin of the 19th ult., left Singapore on the 13th instant, at 9 a.m., and may be expected here to-day at 2 THE INDIAN MAIL.

The Indo-China str. Fooksang left Calcutta for the Straits and Hongkong on the 9th inst., and is due here on or about the 25th inst. MERCHANT STEAMERS.

The Olof Wijk & Co.'s str. Canton left Port Said on the 19th ultime, and is expected here The str. Ulenroy left Singapore on the 11th

inst., and is due here to-day. The I.G.M. str. Nockar left Colombo on the 7th inst, at 8 p.m., and may be expected here

The I.G.M. str. Prinz Sigismund left Yokohama on the 11th instant, at noon, and may be expected here to morrow. The O.S.K. str. Panama Maru from Tacoma left Shanghai for this port at mid-day on the

15th instant, and is expected to arrive here to-The " Mogul" Line str. Lovat from United Kingdom left Singapore on the 13th instant

morning, and is therefore due here on the 19th instant morning. The P. & O. S. N. Co.'s str. Poonq left Singapore for this port on the 14th inst., at 10 n.m., and is due here on the 19th inst., at about

9 n.m. The Mogul Line str. Pathan left United Kingdom on the 12th March for Hongkong via Straits. The str. - lenlogan left London on the 28th

ultimo; and is therefore due here on or about the 18th prox. The Mogul Line str. Sikh left United Kingdom on the 6th instant for Hongkong via the

The O.S.K. str. Seattle Maru left Tacoms for Hongkong, via Japan and Manila on the 29th ult., and is due here on or about 8th prox.

AS ADVERTISED VESSELS

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k,w," together with the number denoting the section. SECTIONS.

1, From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier.

lay,			ergin in				1 to	
uer.				17	-		TO BE DESPATCED	AUSTRIAN LLOYD'S STE
1th	DESTINATION.	YESSEL'S NAMES.	FLAG & Blo	BERTH	CAPTAIN.	- FOR FREIGHT APPLY TO	TO BE DESIGNATION	GATION COMPAN
leth			4.					STEAM TO SHANGHAI, Y
U.			-			and the second s		THE Company's Steamship
10th						D. O. C. N. C.	We day at 11 AM	"E. F. FERDINAND
16th	LUNDON & ANTWERP VIA SINGAPORE, &c	SICILIA	Brit. str	-	H. Powell ::	P. & O. S. N. Co	On Still 1986" at Lionn	TO-MORROW, the 18th inst., at
-C.	LONDON, &C., VIA USUAL PORTS OF CALL	SUMATRA	Brit. str	k. w.	Wagner	HAMBURG-AMERIKA LINIK	On 25th inst.	This Steamer has capital accompassengers, Electric Light, carr
16th	ROTTERDAM, HAMBURG & ANTWENTED &	ARCADIA	Ger. str.	k w.	Schwinghammer	HAMBURG-AMERIKA LINIR	On 1st June. On 26th June.	and a Stowardess,
neral	HOTTERDAM, HAMBURG & ARTHURE, LO.	FREIENFELS	Ger. str.	, k. w	Diedrichson	HAMBURG-AMERIKA LINTE NIPPON YUSEN KAISHA	On 9th June. On 24th inst., at D'light	For Freight or Passage, apply SANDER, WIEL
lion, Flour	MARSEILLES, HAVRE & HAMBURG, &c.	THE TOTAL CONTRACTOR OF THE PARTY OF THE PAR	1 2	k, w	Brehmer	HAMUBRO-AMERIKA LINIE	On 25th inst. On 7th June, at D'light	Agents Prince's Bu
10	TANKON ALBERTANCE VIA CILIUAL VINEW		Jap, sir, Jap sir.	_	M. Hagino	NIPPON YUSEN KAISHA NIPPON YUSEN KAISHA	On 21st June, at D'light	Hongkong, 11th May, 1911.
May	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & MARSEILLES, HAVEE & HAMBURG, &c.	SCANDIA BUELOW	at any market		Knaisel H. Formes	HAMBURG-AMERIKA LINIK . MELCHERS & CO	On 23rd June. On 31st inst., at Noon.	THE AMERICAN AND O
15th	NAPLES, GENOA. ALGIERA, COLLEGE	CHINA	Aus. str		Pavissich	ARNHOLD, KARBERG & Co	On 23rd inst.	LINE.
neral	NEW YORK SHANGHAL JAPAN &C.	14	Brit, str		S. Robinson	CANADIAN PACIFIC R. Co	On 20th inst., at 6 r.m. On 28th June, at Noon	FOR NEW YORK With Liberty to Call at the Ma
mith,	VANCOUVER VIA BHANGHAL REELING &	MONTEAGLE	Brit, str Jap. str	-	Irizawa	NIPPON YUSEN KAISHA OSAKA SHOSEN KAISHA	On 23rd inst., at 4 P.M. On 30th inst., 11 A.M.	
-7	VICTORIA, B.C., & TACOMA VIB REELDING, BORNI, &	N SEATTLE MARU	Jap. str. Jap. str.		10.	OSAKA SHOSENSKAISHA .	On 13th June, at 11 A.M. "On 20th June, at 4 P.M.	
			Jan. etc. Beit, str.		G. B. McGill	THE BANK LINE, LIMITED	On 1st June.	Capiain Thomas, will be despa
G,	VANCOUVER, B.C., SEATTLE & TORINGE,	PERSTA	. Brit. str.	_		PACIFIC MAIL S.S. Co	On 19th inst., at 1 P.M. On 28th inst., at Noon	above Ports on TUESDAY, 231
	SAN FRANCISCO VIA SHANGHAI & JAPAN, &	TATE OF THE PROPERTY OF THE PARTY OF THE PAR	Jap. str.		H. S. Smith	TOYO KAISEN KAISHA	On 2nd June, at I P.M. On 27th inst.	ARNHOLD, KARB
	BEIRA, DELAGOA BAY, DURBAN, ac.	HENRIK TESEN	Nor. str.	1 m.	Christon Smith F Branening	PORTLAND & ASIATIC S.S. Co	On 20th June, at Noon. On 20th inst., at D'light	Translation 1945 Mary 1911
40	AUSTRALIAN FORTS VIA MANILA AUSTRALIAN FORTS VIA MANILA	YAWATA MARU	Jap. str.		J. N gao	NIPPON YUSEN KAISHA	On 7th July, at Noon.	
	L ATISTRALIAN PORTS VIA MANIAN	NIKKO MARU Hatachi Maru	Jap. str. Jap. str.		M. Yagi T. Yamawaki	NIPPON YUSEN KAISHA	On 25th inst., at 11 A.M. About 30th inst.	
- <i>- d</i>	KOBE & YOKOHAMA	NIKRO MABU	Ger. str. Jap. str.		H. Raegener M. Yagi	NIPPON YUSEN KAISHA	On 7ch June. at Noon	
	NAGASAJI KOBI & YOKOHAMA JAPAN, HONOLULU, MANZANILLO, &c.	HONGRONG MARU	Jap. str. Dut. str.	-	H. Hinokuma H. Koops	JAVA-CHINA-JAPAN LIJN	On 17th June, at 1 P.M. Quick despatch	
ghai.	TIENTSIN VIA WEIHAIWEI	CHIPSHING	. Brit. str.		F Mooney Hooker	JARDINE, MATHESON & Co., LI BUTTERFIELD & SWIBE	On 20th inst., at 4 P.M.	AUSTRIAN LLOYD'S ST
apora.	TIENTSIN SHANGHAI NAGASAKI, KOBE & YOKOHAM	HUICHOW	Ger. ser.		F. Prosch	MELCHERS & Co Flameuro-Amerika Linie	To-day.	GATION COMPA
	TO A WALL OF A TO RESIDENCE AND A TRANSPORTED TO THE COMMON THE COMMON TO THE COMMON TRANSPORTED	SCANDIA E. F FEBINDAND	Ger. str.	4-40	B. Cobol	HANDER, WIELER & Co	To morrow, at Noon. To morrow, at 4 P.M.	STEAM FOR
ritius.	SHANGHAI	LUCHOW	Brit. str. Brit. str.		W. Baddeley A. F. Vine. B.N.B	P. & O. S. N. Co.	About 19th inst.	FIUME AND TRIESTE
	BHANGHAI VIA NINGPO BHANGHAI VIA NINGPO	HANGSANG CEYLON MARU	Ruit ata		Spencer Wilde Fred. Pyne	JARDINE, MATRISON & Co., L. NIPPON YUSEN KAISHA	On 24th inst	COLOMBO, BOMBAY, ADEN, SUEZ AND POL
ng.	SHANGHAI, MOJI, KOBE & TOKOHAMA	DELHI	Brit. str.	***	H. S. Bradshaw T. A. Mitchell	JABDINE, MATHESON & Co., L	D On 29th inst., at Noon.	Paking Cargo at through rates
	HANGHAI MOJI, KOBE & YOKOHAMA	NUBIA	Brit. str.	111	F. J. Fox Peter	P. & O. S. N. Co. HAMBURG-AMERIKA LINIE	On 4th June.	LEVANT, VENICE
	SHANGHAL, KORE & YOKOHAMA	TJITAREM	Ger. str.		V. Zwart	JAVA-CHINA-JAPAN LIJN OSAKA SHOSEN KAISHA	Quick despatch To-day, at 10 A.M.	ADRIATIC PORT
P. I	SHANGHAI ANPING VIA SWATOW & AMOY	DAIGI MARU	Jap. str.		2 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	UBAKA SHOBEN KAISHA	On 21st inst., at 10 A.M. To-day, at 4 P.M.	"CHINA,"
Macke	AMOV & SHANGHAI	KIUKIANG CHOSHUN MARU	Brit. str. Jap. str.	1		Butterfield & Swire	On 24th inst., at 10 a.m.	lapt. Pavissich, will be despat
Mr	FOOCHOW VIA SWATOW & AMOY	HAIMUN	A S C S A Contract	Z h	J. W. Evans W. C. Passmore	DOUGLAS LAPRAIR & Co	To-day, at 11 A.M. On 19th inst. at 11 A.M.	FRIDAY, 26TH MAY
eter L Hung	SWATOW AMOY & FOOCHOW	HAITANG	Brit. str.	2 h.		DOUGLAS LAPBAIR & CO DOUGLAS LAPBAIR & CO.	On 23rd inst., at 11 A.M. On 26th inst., at 11 A.M.	nassempers, excellent cuisine,
· А. S ns F. C	LESWATOW, AMOY & FOOGILONE	HAITAN		-	F. Jamieson	- A PA	To-morrow, at 9 A.M.	For information as to Passa
Mrs K	MANTLA	ZAFIRO	Am. str.		M. C. Smith	SHEWAN, TOMES & Co.	On 20th in.t., at 4 P.M. On 23rd inst., at 4 P.M.	sander, WI
ornton	MANTLA CEBU & ILOILO	TEAN RUBE	Brit. str.		S. Crosby	SHEWAN, TOMES & CO	On 30th inst., at 4 P.M.	Age Princes
Dalla nafiek	MANILA, CERU & ILUILO	BOBNEO	Ger. str.		F. Sembill H. Nomura	MELCHERS & Co NIPPON YUSEN KAISHA	End of May. On 30th inst.	- Hongkeng, 29th April, 1917
Daniel Ur an	BOMBAY VAI SINGAPORE, & COLUMBO III	KUTSANG	Brit. str.		Bradley	The second secon	Quick desputch.	TPME PENLINSULAG AN
ot, J. F nd Mr	BATAVIA, CHERIBON, SAMAKANG, 60,	TJIBODAB	*** TAIL BUY					STEAM NAVIGATION

FRANCAIS NORDDEUTSCHER MESSAGERIES MARITIMES, AGENTS.

Capt. E. de Catalano. s.s. "SI-KIANG."

MAIL LINE BETWEEN HONGRONG AND HAIPHONG (VIA KWANG CHOW WANG).

Fortnightly Service in 53 hours, under French Government Contract.

Leaves Hongkong on WEDNESDAY, at 9 A.M. Arrives Haiphong on FRIDAY, at 2 P.M.

1ST AND 2ND CLASSES ON BOARD.

For Passages and Freight, apply to

P. THOMAS M.M. Co.'s AGENT.

PACIFIC RAILWAY CO.'S CANADIAN

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPRESS OF JAPAN" SAT., 20th May	"EMPRESS OF BRITAIN"FEL, 16th June "ALLAN LINE" FRIDAY, 7th July
"MONTEAGLE" WED'DAY, 28th 3th 4 EMRPESS OF INDIA" SAT., 1st July	"EMPRESS OF IRELAND"Fat., 28th July
"EMPRESS OF JAPAN" SAT., 22nd July EMPRESS OF CHINA" SAT., 12th Aug.	"EMPRESS OF BRITAIN"Fai., 8th Sept.

Steamships leave HONGKONG at 6 P.M.

THE Quickest route to CANADA, UNITED STATES and EUROPE, talling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KUBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCCUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPRESS" Steamsnips, 14,500 tons register, thus providing a comfortable and speedy through route

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the to Europe. Marconi Wireless apparatus. Hongkoug to London, 1st Class via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers)

and 1st Class Railway ... First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents. For further information, Maya, Routes, Handbooks, Hates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China. Corner Pedder Street and Prays, opposite Blake Pier.

LINES.

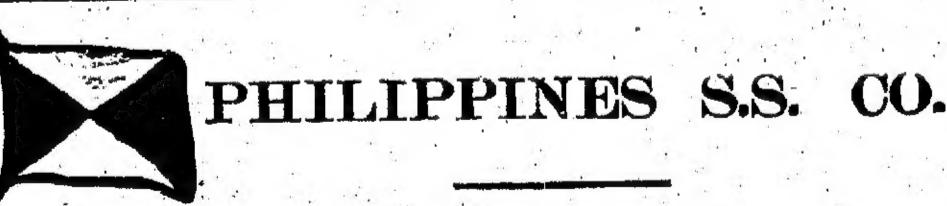
]]		SIKAMERETONS	TO SALL.
4	SHANGHAI, NAGASAKI, KOBE	"DERFFLINGER" 17,900	Wedday, 17th- May
	MANILA, YAP, ANGAUR, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	Capt. F. Beuening, 6,000	Saturday, 20th May, at D'light
	ROBE and YOKOHAMA	" "CORLENY" 5.750	About 30th May.
+	NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	BUELOW," 16,900 Capt. H. FORMES	{ Wed'day, 31st { May, at Noon
	KUDAT and SANDAKAN	"BORNEO" 5,050 Capt. F. SEMBILL	{ End of May.

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunkan. For Further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 5th May, 1911.



STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
to the second se	4000	M. C. Smith S. Crosby	Manila, Cebu & Ileilo Manila, Cebu & Ileilo	On 20th May, 4 P.M. On 30th May, 4 P.M.

SHEWAN, TOMES & Co., General Managers. For Freight or Passage, apply to PHILIPPINES S.S. Co. Hongkong, 11th May. 1911.

PORTLAND & ASIATIC S.S. CO. IN CONNECTION WITH

OREGON-WASHINGTON RAILROAD AND NAVIGATION CO.

FOR PORTLAND VIA MOJI, KOBE AND YOKOHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

To SAIL STEAMSHIP 4,578 Christen Smith ... On 20th June, Noon. "HENRIK IBSEN" Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to J. HALTON,

AGENT.

KING's BUILDING, (Opposite Blake Pier).



USTRIAN LLOYD'S STEAM NAVIS GATION COMPANY.

TEAM TO SHANGHAI, YOKOHAMA AND KOBE

"E, F, FERDINAND," apt. B. Cabol, will leave for the above places O-MORROW, the 18th inst., at NOON. This Steamer has capital accommodation for assengers, Electric Light, carries a Dector and a Stowardess,

For Freight or Passage, apply to SANDER, WIELER & Co., Agents,

Prince's Building. Hongkong, 11th May, 1911.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK. With Liberty to Call at the Malahar Coast.)

"AFGHAN PRINCE," Capiain. Thomas, will be despatched for the above Ports on TUESDAY, 23rd May. For Freight and Passage, apply to-ARNHOLD, KARBERG & Co., General Agents.



LLOYD'S STEAM NAVI. AUSTRIAN GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). bling at SINGAPORE, PENANG-COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID. Taking Cargo at through rates to the PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and

ADRIATIC PORTS). THE Company's Steamship

lapt. Pavissich, will be despatched as above on. FRIDAY, 26TH MAY. This Steamer has capital accommodation for

passengers, excellent cuisine, electric light, electric fan and carries a doctor and a stewardess. For information as to Passage and Freight spply to SANDER, WIELER & Co.,

Princes Buildings.

Hongkeng, 29th April, 1911. THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY. STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS, PLYMOUTH AND LONDON THEOUGH BILLS OF LADING ISSUED FOR BATAVIA, PRESIAN GULF, CONTINENTAT.

AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA," Captain H. Powell, carrying His Majesty's Mails, will be despatched from the for Bombay, on SATURDAY, the 27th May, 1911, at Noon, taking passenger- and Cargo for the above ports in connection with the Company's s.s. "CHINA," 7,900 tons. from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France, Tea

and Cargo for London (under arrangement) will e renchipped at Colombo into the mail steamer proceeding direct to Marseilles and Lonion; ther cargo for London, &c., will be conveyed in Bombay by the S.S. "CALEDONIA" does in London on the 9th July, 1911. Parcels will be received at this Office until P.M. the day before sailing. The contents

ad value of all packages are required. For further particulars, apply to Superintendent. Hongkong, 15th May, 1911.

SPE WHISKY TAID BLE BLE **HSIH**

SHIPPERS Gutler, Palmer & Go., London.

HONGKONG.

STEAM NAVIGATION COMPANY.

X .	FOR		STEAMARS	JIAB OT	BIHALKE
VIA S	N and ANSINGAPOR COLOMB	E, PE-{8 O. PORT {	Capt. C. H. W	atkins, } 11 a.m., 17th R.N.R.	Freight sul Passage
and YC	KOHAMA	• • • • • • • • • • • • • • • • • • •	Capt A. F. Vine,	· ·	30 9 3
HANG	HAT :	1	Capt H. S. Brids	how About 25th May	Freight and Passage.
ONDOI OF CAL	UBU ALV R	AE PORTS L	Capt. H Powell	Noon. 27th May	See Specia Advertisement.
NANG	N and AN SINGAPOR COLOMB and MARS	E, PE-(S O, PORT (UMATRA Capt. W. R. Le 1	Mare About 31st. May	Freight and Pasage.
S IANG	HAI, MOJI OKOHAMA	, KOBE N	Capt. F. J. Fox		Freight and Passage.
· · · · ·		Particulars s	apply to	E. A. HEW Superi	ETT, ntendent.
Hon	gkong, 17th	May, 1911.		4.7	

SAILINGS SUBJECT TO ALTERATION

	ARILINOS CODO		
		TO SAIL	
	"KIHKIANG"	On 17th May, 4 P.M.	
٠			
	TIENTSIN MANILA, CEBU and ILOILO "TEAN"	On 23rd May 4 P.M.	
	MANILA, CEBU and TLUILINGS TO WEST RIVER, Twice		
	DIRECT SALLINGS to WEST MALEN SANUL."		
_	SS "LINIAN and S.S. SANOL		

AUSTRALIAN STEAMERS have superior accommodation with Electric Light. throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried REDUCED FARES, Cargo booked through for all Australian, New Zealand and

MANICE LINE-TWIN SCREW STEAMERS "TELY" and "PLMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft.
Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.
SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS
("ANHUI," "CHENAN," 'CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Diving Saloon, leaving Hongkorg for Shanghai direct every Thursday and Sunday, taking cargo in through Bills of Lading to all Yangisse and Northern China Ports.

NB-Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY

These Steamers Land Passengers in Shangh i, avoiding the inconvenience of the transhipment at Woosung.

TELEPHONE 36 FARE, \$45 BINGLE and \$80 RETURN. BUTTERFIELD & SWIRE. For Preight or Passage apply to-AGENTS. Hongkong, 17th May, 1911

DOUGLAS STEAMSHIP CO. LD.

HONGKONG-SOUTH CHINA COAST PORTS

IGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW. AMOY AND FOOCHOW

	AICHING"	 Capt. W. C. Passmore	FRIDAY,	19th May 23rd May
	STEAMSHIPS	(Occupying 9 to 10 CAPTAIN	Days).	LMA VING.
À.	·	 AND RETU		2.1

"HAIYANG"	Capt. W. C. Passmore Capt. A. E. Hodgins Capt. J. S. Roach	TUESDAY, 23rd	May, at 11 A.M. May, at 11 A.M. May, at 11 A.M.
For	SWATOW	AND RETURN.	

17th May, at 11 A.M. "HAIMUN" ... Capt. J. W. Evans During the Months of July and August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Foochow. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to-

(Occupying 3 Days).

DOUGLAS, LAPRAIK & Co., GENERAL MANAGUES

lougkong; 17th May, 1911.

HAMBURG-AMERIKA

IN CONJUNCTION WITH

DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK. FINAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean

Leventine, Black Baltic Sea and Ports, and all North and South American Ports. NEXT SAILINGS FROM HONGKONG:

OUTWARD. I OR ВИНСИАІ, КОВИ & YОКОНАМА: S.S. SCANDIA... ... 18th May S.S. SLAVONIA ... 4th June S.S. SEGOVIA... ... 15th June S.S. SPEZIA let July S.S. SILESIA 12th July S.S. C. FERD, LAEISZ 28th July For Further Particulars, apply to-

HOMEWARD. FOR ROTTERDAM, HAMBURG& ANTWERP: S.S. SACHSEN FOR MARSEILLES, HAVRE & HAMBURG: S.S. BAYERN 25th May FOR ROTTERDAM & HAMBURG: ... 1st June S.S. ARCADIA FOR HAYRE, BREMEN & HAMBURG: B.S. FREIENFELS .. 9th June. FOR MARSEILLES, HAVRE & HAMBURG:

FOR ROTTERDAM, HAMBURG & ANTWERP:

HAMBURG-AMERIKA LINIE. Hongkong Office.

S.S. SITHONIA

S.S. SUANDIA

Hongkong, 12th May, 1971

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.) TIENTSIN YIA WEIHAIWEI "CHIPSHING" ... Friday, 19th May, Noon. MANILA

**BHANGHAI via NINGPO

HANGSANG

FOOKSANG

FOOKSANG

**SHANGHAI. KOBE and MOJI....*

FOOKSANG

**Monday, 29th May Noon

BINGAPORE, PENANG & CALCUTTA KUTSANG**

**Wed'day, 31st May, Noon. RETURN TOURS TO JAPAY,

(OCCUPYING 24 DAYS). The Steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shaughai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgoon is also carried. * Steamers have superior accommodation for First Class Passengers and are fitted throughent with Electric Light. Taking Cargo on through Bills of Laling to Yangtone Ports, Tsingtau, Weihaiwei, Chefoo l'ientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4. JARDINE, MATHESON & Co., Ltd., For Freight or Passage, apply to GENERAL MANAGERS. Hongkong, 17th May, 1911.

STEAMBES:

MISHIMA MARU

Capt. A. E. Moses,

KAGA MARU

Capt. B. Kon,

AWA MABU

Capt. Irizawa,

Capt. S. Tominaga,

Capt. J. Nagao,

NIKKO MARU

YAWATA MARU

Capt. M. Hagino,

ATSUTA MARU



THE JAPAN MAIL STEAMSHIP (0).)

SUBJECT TO ALTERATION.

Capt. Wm. Thompson, 9,000

SAILING DATES.

(WED'DAY, 24th May, at Daylight

(WED'DAY, 7th.

(WED'DAY, 21st

June, at Daylight

May, from Kobs

May, at 4 P.M

TUESDAY, 23rd

TUESDAY, 20th

June at Noon.

July, at Noon.

SFRIDAY, 7th

WED'DAY, 24th

(THURSDAY, 25th

TUESDAY, 30th

May.

WED'DAY, 7th

May.

7,000 May, at 11 A.M

6,000

6,000

7,000 1 June, at 4 P.M.

(FRIDAY, 9th

7,000 \ June, at Daylight

MARU SSATURDAY, 20th

DESTINATIONS. MARSEILLES, LONDON and ANTWERP, via SINGA-PORE, PENANG, SUEZ COLOMBO.

PORTSAID KAMAKURA VICTORIA B.U. & SEATTLE, SEATTLE, via KEELUNG,

VICTORIA, B.C. and SHANGHAI, MOJI. KOBE § INABA MARU YOKKAICHI, SHIMIZU and YOKOHAMA SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE and YOKOHAMA

Capt, M. Yagi, SHANGHAL, MOJI, KOBE ! CEYLON MARU Capt, Fred, Pyne, HITACHI MARU KOBE and YOR HAMA Capt. T. Yamawaki. BOMBAY via SINGAPORE, [* TOSA MARU and COLOMBO... } Capt. H. Namura. KOBE and NIKKO MARU NAGASAKI, Capt. M. Yagi, YOKOHAMA ...

June, at Noon S Fitted with New System of Wireless Telegraphy. Carries Deck Passengers. 1 Cargo only.

CHEAPEST

BETWEEN

AND JAPAN PORTS. HONGKONG

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1sr & 2nd CLASS) AVAILABLE FOR 3 MONTAS.

Nagasaki detura. Yokohama Return. Kobe Return. Moji Return. **\$90** \$100 8110 \$120 1st CLASS

\$50 60 \$ 70 \$80

With Option of rail between Steamers' Calling Ports in Japan. For Further Information, apply to-

14-40}

T. KUSUMOTO, MANAGER.

LINE. MAIL U.S.

MAIL

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC VIA HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM	HONGE	CONG.	(BOB)ECT T	O ALLERA	.11021.7
PROPOSID SELECTION	More	100	SAILING	DATES	
STDAMERS	TONE	Y	CITNIDAY	23th May, a	t NOON.
* KOREA	18,000		EDIDAY	9th June,	at 1 P.M.
* STREELA	TOING	1		24th June,	
* MANCHURIA	211111	*******	SATURDAY,		
• MONGOLIA	27,000		SATURDAY,	15th July,	at I P.M.
- WONGOTTE CONTROL			FRIDAY,	11th Aug.,	at l P.M.
• KOREA	10,000		FRIDAY.	26th Aug.,	at 1 P.W.
		141114 11	FRIDAY,	8th Sept.	at 1 PM.
MANCHUEIA	27,000			30th Sept.	
• MONGOLIA	27,000	****	SATURDAY,	SOUTH ISOTHON	IV A ZIMI
			P		

 Twin Screws All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO VIA L KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and OB HONOLULU, SUNDAY, 28th May, at NOON.

FARES: HONGKONG TO LONDON £71 10s. Od. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.
To European Points: Officials of any European Naval, Military, Diplomacy, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments. of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points: -Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA 9,000 Tons FRIDAY, 19th May, at 1 P.M. CHINA......10,200 Tons FRIDAY, 16th June, at 1 P.M. 7th July, at 1 P.M. FRIDAY,

THE S.S. "PERSIA" will leave for SAN FRANCISCO VIA SHANGHAI, NAGA-BAKI, KOBE, YOKOHAMA AND HONOLULU, on FRIDAY, 19th May, at 1 P.M. On the Fine MAIL Steamers, CHINA and PERSIA FIRST CLASS. SALOON SERVICE is furnished at Intermediate Rates.

via Canadian Atlantic Ports. £43. FARES, HONGKONG TO LONDON via New York HONGKONG TO BAN FRANCISCO ...

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier). FRED J. HALTON, AGENT.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS. BANKERS, &c.

Head Office for the Far East: 16, DES VŒUX ROAD, HONGKONG. SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET. TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and

TRANS-SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged. CRIEF OFFICE:-LUDGATE OFFICES LONDON. E.C.

KAISHA.

IMPERIAL JAPANESI TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILI	NGS FROM	M HONGKONG	(SUBJECT TO	ALTERATION	
STEAMER	Tons	CAPTAIN THE S. David.	DATE	OF SAILING.	
• NIPPON MARU	21,000	H. S. Smith W. W. Greene	FRIDAY.	June, 30th,	1 P.N.
* AMERICA MARU + TENYO MARU		A. G. Stevens E. Bent	FRIDAY, FRIDAY,	July 21st,	l P.M
+ Triple Screws, turbi		* Twin Screen		July 28th,	L P.K

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices. THE Twin Screw Steamer "NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKO. HAMA AND HONOLULU, on FRIDAY, 2nd June, at 1 P.M.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO AT MANZANILLO). Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DATE OF SAILING. CAPTAIN HONGKONG MARU 11,000 ... H. Hinokuma SATURDAY, June 17th, 1 P.M. 17,500 ... H. Nishi ... TUESDAY, Aug. 15th, 1 P.M. ... K. Hashimote SATURDAY, Oct. 14th, 1 P.M.

THE Steamer "HONGKONG MARU" will be despatched for MOJI, KOBE, YOKO-HAMA, HONOLULU, MANZ \NILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO AND CORONEL on SATURDAY, 17th June, at 1 P.M.

FARES FROM HONGKONG. TO SAN FRANCISCO ... 45-0-0, Single .. NEW YORK ... 60-0-0. £ 71-10-0, ... £ 120-0-0, Return 6 Months Yen. 420.00, Single SALINA CRUZ or MANZANILLO "VALPARATSO ... Yen. 570.00. ..

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:-TO EUROPEAN POINTS: -Officials of any European Naval, Military, Diplomatic. Consular or Civil Services located in Asia, European Officials in the Service of the Govern. ment of China and Japan.

TO CANADIAN AND UNITED STATES POINTS:-Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.
TO ALL POINTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent onisine and accommodation. "TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 212 knots.

Through Bills of Lading issued to North, Central and South American Ports.

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K. MATSDA, LOCAL MANAGER, King's Building (Opposite Blake Pier).

SHOSEN KAISHA. OSAKA

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

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Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND BAILWAY

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. The only direct train service, without transhipment, also shorten and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Point, in the U.S.A. and Canada, also to the principal ports in Mexico. Central and South America.

	FOR	BTEAMBIS	(Gross reg.)	LEAVIB.
	VICTORIA, B.C. & TACOMA VIA KEELUNG, NAGASAKI, KOBE YOKKAICHI, SHMIDZU		6,182 6,182	TUESDAY, 13th June, at 11 A.M.
	and Yokohama			WED'DAY, 12th July, at 11 A.M.
,	VICTORIA, B.C. & TACOMA	"PANAMA MARU" "MEXICO MARU"	6,059	TUESDAY, 30th Mey, et 11 A.W. TUESDAY, 27th
#17 10	MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA		6,063	June, at 11 A.M. TUESDAY, 25th
			6.77	July, at 11 a.m.

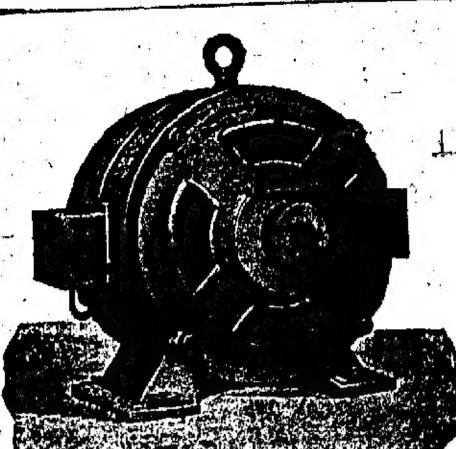
The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMUSA SERVICE"

POB	STEAMBES	LHAVES.
ANPING VIA SWATOW	"BOSHU MARU"	WED'DAY, 17th May, at 10 A.M.
TAMSUI VIA SWATOW, and AMOY	"DAIGI MARU"	SUNDAY, 21st May, at 10 A.M.
FOOCHOW THE SWATOW	"CHOSHUN MARU"	WED'DAY, 24th May, at 10 A.M.
For information of Freight Branch Office, at Second Floor, No. 7031	, Passages, Sailings, etc., ar c. 1. Queen's Buildings	S. HIROI, MANAGER

"The Beer That's Brewed to Suit The Climate"

BEER. Just Try It"



Titan

ELEKTRIZITATS ACTIENGESELISCHAFT

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ELECTRIC MOTORS, DYNAMOS, VENTILATORS,

AND ALL KINDS OF

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FOMM LEIPZIG-R AUGUST



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PRESSES

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE

The Derflinger, with the German Mail of the 19th uit., left Singapore on Saturday, the

The Chinhua, with the Siberian Mail, is du	e to arrive here to-da	y.
FOR	PER	DATE
watow, Amoy and Anning	Soshu Mart	Wednesday, 17th, 9.00 A M
tweetow and Bangkok		Wednesday, 17th, 9.00 A M
moy in the man we were	Hong Wan I	Wednesday, 17th, 9.00 A M
develope	Haimun	Wednesday, 17th, 10.00 A M
Singapore, Penang and Colombo	Sicil a	Wednesday, 17th, 10.00 A M
Fort Bayard	Swickeong	Wednesday, 17th, 1.00 P M
Incao	Sui Tai	Wednesday, 17th, 1.15 P M
Buseanora Panance and Colombo	Flintshire	Wednesday, 17th, 2.00 P
Inchinotza, Kobe, Yokohama, Victoria	8774	Wednesday, 17th, 2.00 P M
Tacoma, Vancouver and Scattle	Titan	
Thought Appropriate	Kinking	Wednesday, 17th, 3.00 P M
Indy days of the same	Shinshu Maru	Wednesday, 17th, 3.00 P 1
aigen	Helene	Wednesday, 17th, 5.00 P
watow	44 Choise	
	Qin ann	Thursday, 18th, 803 A M
loihow and Haiphong		771
	-Carl Diederichsen	Thursday, 18th, 11.00 A 1
TITOTA TOTAL TO AN ASSESSMENT AND ASSESSMENT OF A PROPERTY	The state of the s	Thursday, 18th, 1.15 P
ESCRO OF THE CO. ALL MA	Sui Tai	Thursday, 18th, 3.00 P
	Luchow	Friday, 19th, 10.00 A
watow. Amoy and Focchow	I was der de des de la constitución de la constituc	Friday, 19th, 10.00 A
Veihaiwei and Tientsin	Chipshing	Friday, 19th, 10.00 A
		Friday, 19th,
		Printed Matter and Sam
		ples 11.00 A 1
		Registration 10.15 A
BRARGHAI, NAGASARI, KOBE, YOKKAICHI,	100	(Registration, with lat
BHIMIDZU, YOKOHAMA, HONOLULU AND	Persia	fee of 10 cents, up t
SAN FRANCISCO		11.00 A M.)
BAN PEANOISCO		Registration, Kowloo
	5.3	B.O 10.30 A
	C-res	No late fee
		Letters Noon
Korror, Yap, Uliai, Saipan, Truk, Ponape,		m
Knasie Jeluit, Nauru, Rabaul, Sydney, t	Germania	Friday, 19th, 4.00 P
Wobert Tunneston, New Zoaland, Dunenin,		1
Molhourne, Adelaide, Perth and Fremantie,	200	100
Manila, Cabu, Hoilo, Yap, Angant, Friedrich		
Wilhelmshafen, Rabaul, Herbertshone,		TA-14- 1011 E 00-
Maturi, Brisbana, Sydney, Hoosty,	Prins Sigismund	Friday, 19th, 5.00 F
Lanneaston, New Zealand, Dunedin, Mel-		
bourne, Adelaide, Perth and Fremantle		la company
Batavia, Cheribon, Samarang and Sourabaya	Tibodas	Saturday, 27th, 11.00 A
Manila, Cebu and Iloilo	Loongsang	Saturday, 20th, 1.00 P
	Huichow	Saturday, 20th, 3.00 P
ALL THE MANAGEMENT AND ADDRESS OF THE PARTY		Saturday 20th 300 p
Manila, Cebu and Iloilo	Zofiro	Saturday, 20th.
		Registration. Kowloo

Registration, Kowicer ... 3.00 P N B.O. Printed Matter and Sam SHARGHAI, NAGABAKI, KOBB, YOKOHANA, 4.00 P M VICTORIA AND VANCOUVER (B.C.) Registration ... 3.15 P M Empress of Japan SIBERIAN MALL TO EUROPE (Registration, with late fee of 10 cents, up to 4.00 P M) 5.00 PM Letiors Saturday, 20th, 5.00 P.M Ningpo and Shanghai 21st, 9.00 A M Sunday, 23rd, 10.00 A M

Swatow, Amoy and Foschow Haiyang Printed Matter and Sam-... 10.00 A M CUROPE, &C., INDIA VIA TUTICORIN, Registration ... 10.00 A N (Late Letters 11.00 A.M. to NOON. Extra (Registration, with lat Postage 10 cents.) fee of 10 cents up t (Letters posted in all the Pillar Boxes in Australien . 10.45 A.M.) time for the first clearance will be Registration, Kowlood included in this contract mail.) ... 10.00 A No late fee. ... 11.00 A M Letters

23rd, 3.00 P H THE 17 WATT. (app. 16 H.C.P.) Tuesday, Manila, Cebu and Iloilo ... Keelung, Shanghai, Moji, Kobe, Yokohama, 23rd, 3.00 P M Tuesday, Victoria B.C. and Seattle ... 23rd, 5.00 P M Tuesday, Singapore. Penang and Colombo Mishima Maru Saturday, 27th, BUROPE, &C., INDIA VIA TUTICORIN Printed Matter and Sam-(Late Letters 11.00 A.M. to Noon. Extra 10.00 A M Postage 10 cents.) Registration... 10.00 A M (Supplementary mail on board up to the (Registration, with late time fixed for departure of the mail. fee of 10 cents, up to Extra Postage 10 cents.) Devanha. 10.45 A.M.) (Letters posted in all the Pillar Boxes Registration, Kowloon in time for the first clearance will be ... 10.00 A M included in this contract mail.) The Parcel mail will be closed Friday No late fee. ... 11.00 A M

the 26th inst. at 5 p.m....

Letters

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS:

	Chrysta	- GOOTA	T. T. C. J. S. C. J.	
		100		
			May	16th.
On Lon	ייי אחם	23, (* 8)		8 1
The a	graphic Tr	ansfer	1/	93
Ranl	c Billa, on	demand	1/	918
Ban	Bills, at	30 days' sig	ht1/	97
Ban	Bills, at	4 months' s	ight1/	912
Cred	lite at 4 m	onths' sigh	t1/	101
Dog	amentary I	Bills4 month	a' sight!	101
ON PAR				
Ban	k Bills, on	demand	2	30
Cre	lits. at 4 m	onths' sigh	t2	34
	MANY :-			0.0
				86
ON NET	V YORK :-			
Ban	k Bills, on	demand .	4	41
Cree	dits, at 60	days' sight	4	5}
ON BOL	BAY :-			
Tele	graphic T	rangier ,		352
Bar	k, on demi	nd		352
JN CAI	CUTTA :-		4	
Tel	egraphic T	ransfer		35)
Bar	k, on dem	ina,		354
ON SH	ANGHAI :-	•		
Bar	ik, at sight			44
Pri	vate, 30 da	ys' sight		5g
ON YO	KOHAMA :-	On deman	id	9
ON MA	NILA:O	n demand-	-Feron	344
ON BIN	GAPORE :-	On demai	1d	78
ON BA	TAVIA:—(On demand	· · · · · · · · · · · · · · · · · · ·	1 4/
ON HA	IPHONG :-	On demand demand On demand	a	* /. Pu
ON BAL	IGON :Or	demand		/, Pn
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GOLD	MAP, 100	oz.	77 *** *** ****	24117
I HAR MI	TVMR. DAT	OZ	ARREST INSERT	G TYPE Ma

BUBSIDIARY COINS. per cent .20 cents pieces.....\$7.02 discount Chinese\$6.85\$7,18 Hongkong ...20 Hongkong ... 10

Fenwick & Co., Limited

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Green Island Coment Co., Limited ... Hongkong and China Gas Co., Limited

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Hongkong Land Invest. Agency Co., Ld. Humphreys' Estate and Finance Co., Ld.

Kowloon Land and Building Co., Ld. ...

Shanghai Land Investment Co., Limited

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China Sugar Refining Co., Limited

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Union Waterboat Co., Limited

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electric light bills.

FOR ONE PENNY.

BULB.

of one unit of current.

WHAT IT DOES

IT RENDERS ELECTRIC LIGHT ABSOLUTELY

IT PAYS FOR ITSELP in about 150 hours on

EFFECTS ENORMOUS REDUCTIONS in

THE CHEAPEST ILLUMINANT, and thus

brings this mode of lighting within reach

gives 25 hours light for the consumption

2,000 hours, and during the whole of that

period its initial c.p. is practically un-

Hefner candle-power as against 4 watts

THE OSEAM LAMP has an average life of over

IT CONSUMES only approximately 1 watt per

consumed by a carbon filament lamp.

account of its great current saving IT

RUBBER.

Campbell, Moore & Co., Limited

United Asbestos Oriental Agency, Limited,

Tla, 767,200

SOLE AGENTS FOR THE

OSRAM LAMP GIVES 20 HOURS LIGHT THE OSRAM LAMP DOES

THE 40 WATT (app. 32 H.C.P.) OSRAM LAMP IT DOES NOT GET HOT. The OSRAM Lamp,

SEE THE WORD "OSRAM" IS ON EVERY SEE THE WORD "O RAM" (Patent G.E.C.,

LAMP

China and Manila Steamship Co., Ld. ...

Hongkong, Canton & Macao S.B. Co., Ld.

Shell Transport & Trading Co., Limited.

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Peak Tramways Co., Limited ...

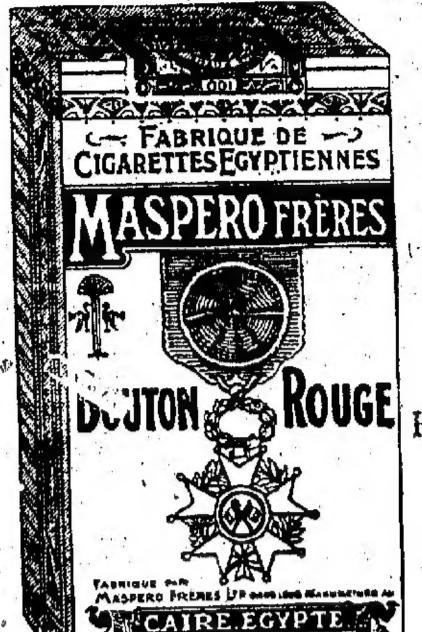
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STEAMSHIP COMPANIES .-

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CIGARETTES OF DISTINCTION

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LUXURY TO THE MAN OF TASTE

IN 50's & 100's

HERMETICALLY SEALEDBOXES

AT \$4.20 AND \$2.80

ALL TOBACCONISTS.



HONGEONG, MAY 16TH, 1911. SHARE LIST.—QUOTATIONS. PAID UP. CLOSING QUOTA-STOCKS. TIONS CASH. SHARES. \$895, sellers \$125 120,000 Hongkong & Shanghai Bank Corporation 99,925 60,000 50,000 50,000 200,000 \$80, buyers National Bank of China, Limited China Bornec Company, Limited ... \$1.10, buyers China Light and Power Company, Limited. China Provident, Loan & Mortgage Co., Ld. Another Famous Product of the above Tls. 50 \$10 COTTON MILLS .-20,000 125,000 Ewo Cotton Spin'g. & Weaving Co., Ld. Hongkong Cotton Spinning Co., Ld. International Cotton Manufing Co., Ld. \$5, sellers Tis. 48. 10,000 8,000 20,000 Tils. 100 Tls. 57. Laou-Kung-Mow C. Spin.& Weav.Co.,Ld Sov Chee Latton Spinning Co., Limited Dairy Farm Company, Limited Tls. 50 Tis. 2J. \$6 \$2 12. 40,000 850 857 863 Pls, 100 Pls, 100 \$50, sellers DOCKS AND WHARVES .-60,000 50,000 H'kong & Kowloon Whari & G. Co., Ld. Hongkong and Whampoa Dock Co., Ld. New Amoy Dock Co., Limited Shanghai Dock and Engineering Co., Ld. Shanghai and Hongkew Whari Co., Ld.,

Ths. 79, sales

\$5, buyers

85, buyers

8163, buyers

\$7 | \$72, bayers

\$20 \$118, buyers

825 \$105, bayers

850 \$325, buyers

\$60 | \$190, buyers

\$95, buyers

\$25, wellers

\$1.10, buyers

\$98, sellers

\$10, sales & buy.

\$67, bu \ £6.5/-

\$ \$26, buyers

\$294, buyers

88/ buyers

\$64; sellers

89, buyers

83. sellers

\$5½, buyers

\$12, buyers

810, sellers

\$6½, buyers

Quotation.

4/9 per lb., steady

Interest.

IDEAL LIGHT.

2,000 hours' burning.

ALL THE TIME:

BLACKEN.

Tis. 250 | 7% p. annum | Par. VERNON & SMYTH, Share-Brokers.

THE OSRAM LAMP

WHAT IT DOES NOT

'IT DOES NOT deteriorate in light even after

DOES NOT, although its initial cost is more.

PROVE AS EXPENSIVE AS AN ORDINARY

CARBON LAMP, for it lasts FOUR times as

long, and consumes one-quarter the current

DOES NOT require any special installing,

circuit and fits existing lampholders.

burns in any position on any lighting

although giving four times the light of a

carbon lamp, does not generate heat to any

extent. This, added to its other advantages,

makes it the ideal Lamp for private houses.

take as much current as the Enclosed Arc

Lamp, and is rapidly displacing this latter

form of lighting, being cheaper in first cost

THE HIGH CANDLE-POWER LAMP DOES NOT

nothing more) is on Every Buls.

and cheaper to maintain.

\$12, x div. buy;

\$3,10, buyers

\$16.

\$5, bayers

Tls. 99.

\$47.

£5 Tis. 1574, xd.

10,000

55,700

36,000

18,000

7,000 60,000 12,000 8,000 15,000 50,00

60,000

10,000 20,000 24,000

12,000

50,000 150,000

78,000 12,500

16,000 200,000 25,000 50,000 75,000

60,000 pref.

2,500,000

6,000 20,000

\$100

os. 250

\$10

\$100

400,000

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THE NESTLE & ANGLO-SWISS CONDENSED MILK CO.

LONDON. (SWITZERLAND) AND

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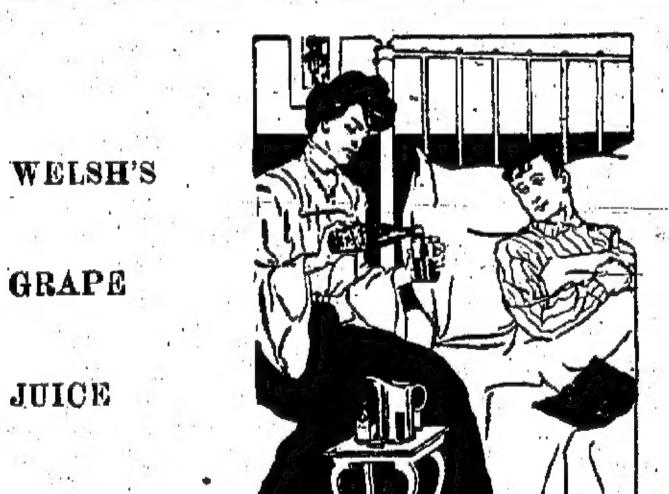
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FULL CREAM. LARGEST SALE NATURAL MILK.

A trial of which will satisfy you of its; EXCELLENCE.

20 Cents Per Tin. \$2.30Per Doz. Tins. 89.00 Per Case of 4 Doz. Tins.

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KWAN TYE, Queen's Read Central,
OHEONG TYE, Queen's Read Central,
MAN YUEN, Queen's Read East,
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MUTUAL STORES, Queen's Read Central,
HONGKONG CO-OPERATIVE SOCIETY,



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TO-DAY 9 P.M.—"The Follies" at Theatre Royal. FORTHCOMING EVENTS.

Saturday, 20th May-Ordinary Annual Genera Meeting of Peak Tramways Co., Ltd., at Hongkong Hotel, 11.30 A.M. Saturday, 24th June-Extraordinary General Meeting of the National Bank of China, Ld., 12.30 P.M.

ON BALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

DEMAND DRAFTS ON BOMBAY On the Day Proceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of

FROM 1893 TO 1909:

RATES FOR SOVEREIGNS, GOLI LEAF, BAR SILVER (From 1900), and other Useful Information. PRICE: \$1 Cash.

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Canton: